

Appendix A

Notice of Preparation



COMMUNITY DEVELOPMENT
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD. 3RD FLR
SACRAMENTO, CA
95811-0218

DATE: December 5, 2012

TO: Interested Persons

FROM: Scott Johnson, Associate Planner
Community Development Department

RE: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING FOR THE CITY OF SACRAMENTO 2035 GENERAL
PLAN UPDATE MASTER ENVIRONMENTAL IMPACT REPORT (LR12-003)**

COMMENT PERIOD
December 5, 2012 to January 22, 2013

Scoping Meeting: Wednesday, January 9, 2013, 6:00 – 7:30 PM
at the City of Sacramento City Hall Foyer, 915 I Street, Sacramento, Ca 95814

INTRODUCTION

The City of Sacramento ("City") is the Lead Agency for preparation of a Master Environmental Impact Report (MEIR) for the proposed City of Sacramento 2035 General Plan Update (GPU), which includes focused updates of the City of Sacramento 2030 General Plan. The MEIR is an environmental review document being prepared by the City in compliance with the California Environmental Quality Act (CEQA) to evaluate potential significant environmental effects associated with implementation of the General Plan Update and to recommend mitigation measures, as required. An MEIR will be prepared to enable review of future proposed projects pursuant to sections 21157, 21157.1, 21157.5, and 21157.6 of the Public Resources Code (PRC).

Pursuant to CEQA, upon deciding to prepare an MEIR, the lead agency must issue a Notice of Preparation (NOP). The purpose of the NOP is to provide information describing the project and its potential environmental effects in order to solicit public comments regarding the scope and content of the information to be included in the MEIR.

PROJECT LOCATION

The project location is the city of Sacramento and adjacent areas collectively defined as the General Plan Policy Area (See Exhibit 1). Regionally, Sacramento is located in the center of California's Central Valley, roughly halfway between San Francisco to the west and Lake Tahoe to the east. The General Plan Policy Area covers a total area of approximately 102 square miles. Sacramento is the seventh most populous city in California, with a 2010 population of 466,488 (2010 U.S. Census). Major highways providing regional access to Sacramento include Interstate 80 and U.S. Highway 50 (east/west), and Interstate 5 and U.S. Highway 99 (north/south). Amtrak serves Sacramento's passenger rail needs, while Sacramento International Airport (SMF) provides domestic and international flights through most major airlines. Within the city and surrounding region, Sacramento Regional Transit is the primary transit provider of bus and light rail service.

PROJECT BACKGROUND

A general plan is a state-required legal document (Government Code Section 65300) that guides decisions of local elected officials (decision makers) when making determinations about the allocation of resources and the future physical form and character of development in cities and counties. It is the official statement of a jurisdiction regarding the extent and types of development needed to achieve a community's vision for physical, economic, social, and environmental goals.

State law requires that the general plan include an integrated and internally consistent set of goals, policies, standards, programs, and diagrams. State law and guidelines require that general plans should be maintained and amended or updated periodically as conditions and needs change.

The Sacramento City Council adopted the existing 2030 General Plan in 2009 after a four-year comprehensive General Plan Update process. The 2030 General Plan set a new direction for the future of the Sacramento, and provided a blueprint for how the city would achieve its adopted Vision and Guiding Principles (2005) and Smart Growth Principles (2001) and the Sacramento Area Council of Government's (SACOG) Blueprint (2004). The Plan was developed around the following six themes: Making Great Places, Growing Smarter, Maintaining a Vibrant Economy, Creating a Healthy City, Living Lightly-Reducing our "Carbon Footprint," and Developing a Sustainable Future. The 2030 General Plan sets out policies for land use, housing, circulation, open space, conservation, noise, and safety for the entire city.

The 2030 General Plan is organized into four parts: Part 1) Introduction; Part 2) Citywide Goals and Policies; Part 3) Community Plan Areas and Special Study Areas; and Part 4) Administration and Implementation. Part 2 of the plan includes 10 individual "elements" that address Land Use and Urban Design; Historic and Cultural Resources; Economic Development; Housing; Mobility; Utilities; Education, Recreation, and Culture; Public Health and Safety; Environmental Resources; and Environmental Constraints. Part 2 also includes an integrated Land Use and Urban Form Diagram and a Circulation Diagram, which provide an overall idea of how the city will look in 2030 and how people will move within the city and region. Part 3 includes the City's 10 Community Plans, which are part of the 2030 General Plan and include: Arden-Arcade, Central City, East Broadway, East Sacramento, Land Park,

North Natomas, North Sacramento, Pocket, South Area, and South Natomas. Community Plans describe smaller areas of the City that share common features and provide additional geographically focused policy direction. Part 4 contains procedures for maintaining and carrying out the General Plan in a systematic and consistent manner.

PROJECT DESCRIPTION

The 2030 General Plan includes an implementation program that calls for the City to thoroughly review the General Plan and revise and update it as necessary (2030 General Plan; Part 4; Table 4-1, Program 2) every five years. This review and update process encompasses the entire General Plan, including the goals, policies, and implementation programs. Since the 2030 General Plan was adopted in 2009, the City should conduct the five-year review by 2014.

This is the first five-year General Plan review and revision the City has conducted. It will document the City's progress in implementing the 2030 General Plan since 2009 and the Plan's policies and implementation programs to reflect changed conditions and new priorities. Technical revisions to the General Plan would update existing conditions and projected trends; reflect new City priorities and expectations; streamline development review and Plan implementation; and address new State requirements. This effort will include an update to the 2008 Housing Element, which must be adopted by October 2013 pursuant to State law. Specifically, the proposed project will address the following:

- **Update existing conditions information and data to 2012.** The 2030 General Plan and MEIR were based on information gathered from 2004 through 2008. Since that time the conditions under which the 2030 General Plan was prepared have changed and several new State laws have been enacted.
- **Update the planning horizon and revise projected growth estimates.** The 2030 General Plan and MEIR evaluated projected growth through the year 2030. However, the significant slowdown in development activity since 2006 will require a revision of the housing, employment, and population projections in order to be consistent with SACOG's Metropolitan Transportation Plan (MTP) and an extension of the planning horizon to 2035. Based on SACOG regional projections, the City of Sacramento will grow by an additional 69,000 dwelling units and 77,000 additional jobs by the year 2035, which are substantially reduced from previous estimates.
- **Support citywide economic development.** The 2030 General Plan was prepared during a time of economic prosperity, which stalled during the recent recession. As the regional economy recovers, the City's approach to project review and approval is designed to encourage private investment, and new policies and programs are needed to support job growth.
- **Refine transportation level of service (LOS) standards.** The 2030 General Plan includes typical LOS standards and functional classifications for the roadway system. To promote project streamlining and provide more mobility options the General Plan and development review process will be revised to incorporate multimodal LOS concepts and standards (transit, bicycle, pedestrians, and auto) and develop consistent CEQA thresholds.

- **Map and report on historic resources.** Sacramento has a significant number of historic buildings and places, many of which are located in areas identified for infill and redevelopment. Integrating into the General Plan historic resources context statements and completing historic resources intensive surveys can help protect historic resources and provide greater certainty for developments in infill areas.
- **Integrate climate action into the General Plan.** In 2012 the City adopted a Climate Action Plan (CAP) that provides strategies, measures, and actions to reduce greenhouse gas (GHG) emissions and address climate change impacts. To facilitate CAP implementation the City will integrate into the General Plan all CAP information, data, and analysis; GHG reduction targets and goals; and strategies, measures, and actions, and prepare the General Plan as a qualified plan for the reduction of GHG emissions (CEQA Guidelines §15183.5 (b)).
- **Address recent State mandates.** Several new laws affecting general plans have been enacted since the 2030 General Plan was adopted (e.g., flood risk planning [SB 5 and the Central Valley Flood Protection Plan] and public services for disadvantaged unincorporated communities [SB 244]), which must be reflected in the General Plan in order for it to remain compliant with State law.
- **Update of the Housing Element.** The Housing Element serves as the City's comprehensive strategy for addressing current and future housing needs. The City's existing Housing Element addresses the period from 2008 to 2013. The new Housing Element will cover the period from 2014 to 2021, pursuant to State mandates (Government Code Sections 65580-65590). The update will involve potential changes to existing policies and programs including revisions to the Mixed-Income Housing Ordinance (Chapter 17.190 of the Zoning Code), the City's inclusionary housing program, and the Housing Trust Fund Ordinance (Chapter 17.188 of the Zoning Code), a commercial linkage fee program for affordable workforce housing development.
- **Reflect past accomplishments and incorporate adopted amendments.** Since adopting the 2030 General Plan the City has completed many of the Plan's implementation programs and amended the plan several times.
- **Support adopted and ongoing plans and initiatives.** Recent 2030 General Plan implementation efforts (e.g., 2012 CAP, Parking Ordinance, Planning and Development Code, Street Car Study, Downtown Transit Study) and regional planning efforts (e.g., Airport Land Use Plans, SACOG MTP/SCS) have resulted in identification of new issues and opportunities that require updates to policies and implementation programs.
- **Refine, consolidate, and prioritize General Plan implementation.** The 2030 General Plan includes over 300 implementation programs and a requirement to annually review and report on implementation progress. At the same time, the City's revenues and staffing have been significantly reduced and are not expected to recover in the near-term (i.e., next five years). Reducing and combining implementation programs can reduce staff requirements for General Plan implementation.

While policies in the existing 2030 General Plan regarding future land use and growth are addressed from a citywide perspective, the majority of land use changes are focused on 77 key opportunity areas where infill and most new development are expected to occur. In October 2009 the City determined it would use its Shovel-Ready Sites Program (established in

2004/05) to identify Shovel-Ready Tier-1 and Tier-2 Priority Areas. The Shovel-Ready Priority Areas were identified using the 2030 General Plan opportunity areas and ranked Tier-1 or Tier-2 based on expected economic growth, return on investment, market interest, community support, and land owner interest and participation. This tiered approach was intended to focus City resources on areas where there was greatest potential for infill and economic growth.

In addition to the changes described above, Shovel-Ready Tier-1 and 2 Priority Areas are a major focus of this General Plan review and revision. This project will include updates to goals, policies, and implementation programs to provide solutions to infrastructure, transportation, planning, and environmental challenges and to prioritize and streamline infrastructure investments for Shovel-Ready Tier-1 and Tier-2 Priority Areas. The City would invest in infrastructure improvements within Shovel-Ready Tier-1 Priority Areas as a first priority. Shovel-Ready Priority Areas include:

- Shovel-Ready Tier-1 Priority Areas
 - Swanston Station, Arden Fair, Point West, Cal Expo
 - Central City
 - 65th Street/University Village, Innovation & Technology Village, Granite Regional Park
 - Florin Road
 - Delta Shores
- Shovel-Ready Tier-2 Priority Areas
 - North Natomas, Panhandle, Greenbriar
 - North Sacramento, Robla, McClellan/Parker Homes
 - Power Inn Area
 - Other Infill Areas (Corridors and Transit Station Areas)

Proposed changes to the 2030 General Plan are not expected to modify the existing General Plan Policy Area, significantly alter existing or create new land use designations, or result in the redesignation of any land within the General Plan Policy Area. The 2030 General Plan land use plan (i.e., Land Use and Urban Form Diagram) is already designed to accommodate projected 2035 population and employment growth within the General Plan Policy Area. This GPU is therefore not considered a substantial overhaul to the existing General Plan, nor is it expected to result in significant new development. Rather, it will modify goals, policies, and implementation programs to reflect the City's past accomplishments, adopted plans and initiatives, and new priorities.

Project Actions

The City approvals/actions that would be considered for the proposed project include, but are not limited to:

- Adopt a resolution adopting and implementing the 2035 General Plan
- Housing Element Adoption
- Ordinance adoptions including revisions to the City's Mixed-Income Housing Ordinance

(Chapter 17.190 of the Zoning Code) and the Housing Trust Fund Ordinance (Chapter 17.188 of the Zoning Code)

Review of the proposed project by the Preservation and Planning and Design Commissions would be conducted as a part of the MEIR review and entitlements process. The project entitlements would ultimately require approval by the City Council.

State approvals/actions that would be considered for the proposed project include, but are not limited to:

- Department of Housing and Community Development: certification of the Housing Element

MASTER ENVIRONMENTAL IMPACT REPORT

Prior to adopting the Sacramento 2030 General Plan, City Council certified the Sacramento 2030 General Plan MEIR on March 3, 2009. The MEIR analyzed the potential significant impacts of the existing Sacramento 2030 General Plan policies and identified measures to mitigate those impacts.

To appropriately evaluate potential environmental impacts associated with the proposed 2035 General Plan Update pursuant to CEQA, the City is preparing an MEIR, which will utilize information from the 2009 MEIR, as appropriate. Unlike the 2009 MEIR, the updated MEIR will incorporate by reference existing setting information from the General Plan Background Report, which is being prepared simultaneously with the GPU. The Background Report will be adopted as part of the General Plan and be included in the GPU. The updated MEIR will extend the streamlining utility for another five years. Streamlining will include use of the MEIR for listed subsequent projects and Shovel-Ready Tier-1 Priority Areas, and other CEQA opportunities, such as for Transit Priority Projects under SB 375, infill projects under SB 226 CEQA Guidelines, and to reduce the need for project-level traffic study.

The City will coordinate closely the updates of the General Plan and MEIR, such that the environmental setting updates and impact analysis can both inform the GPU and respond to the updated policy direction to create a General Plan that mitigates physical impacts on the environment, to the extent feasible, through General Plan policies.

POTENTIAL ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

The MEIR will identify and describe the potential environmental effects associated with implementing the updated General Plan. The environmental analyses presented in the Draft MEIR will describe the existing conditions in the project area and surrounding lands. Relevant federal, state, and local laws and regulations, including the City of Sacramento updated General Plan policies, will be summarized. The methods of analysis and standards of significance used to determine project-related impacts will be described in each of the environmental analysis sections of the MEIR, including any assumptions that are important to understand the conclusions of the analysis. The standards for determining impact significance will be based on the City's standards of significance. The standards will be used to determine both whether an impact is significant and the effectiveness of recommended mitigation.

Pursuant to section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. The EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines. Major issues for the MEIR update include, but are not limited to:

- Transportation and Circulation
- Air Quality
- Greenhouse Gas and Climate Change
- Noise and Vibration
- Population and Housing
- Public Utilities (including Water Supply)
- Public Services and Recreation
- Hydrology and Water Quality
- Flood Hazards
- Hazards and Hazardous Materials
- Geology, Soils, and Mineral Resources
- Agricultural Resources
- Cultural Resources
- Biological Resources
- Aesthetics and Visual Resources
- Land Use and Planning

In addition to the potential environmental effects listed above, the MEIR will evaluate potential cumulative effects and potential growth-inducing impacts of the proposed Sacramento General Plan Update. The MEIR will also compare the impacts of the proposed General Plan Update to a range of reasonable alternatives, including a No Project Alternative, and will identify an environmentally superior alternative.

SUBMITTING COMMENTS

The NOP is available on the City's Community Development Department webpage at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>

Comments and suggestions as to the appropriate scope of analysis in the MEIR are invited from all interested parties. Written comments or questions concerning the scope of the MEIR for the proposed project should be directed to the environmental project manager at the following address by **5:00 p.m. on Tuesday, January 22, 2013**. Please include the contact person's full name and address in order for staff to respond appropriately:

Scott Johnson, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd., Third Floor, Sacramento, CA 95811
Telephone: (916) 808-5842
E-mail: srjohnson@cityofsacramento.org

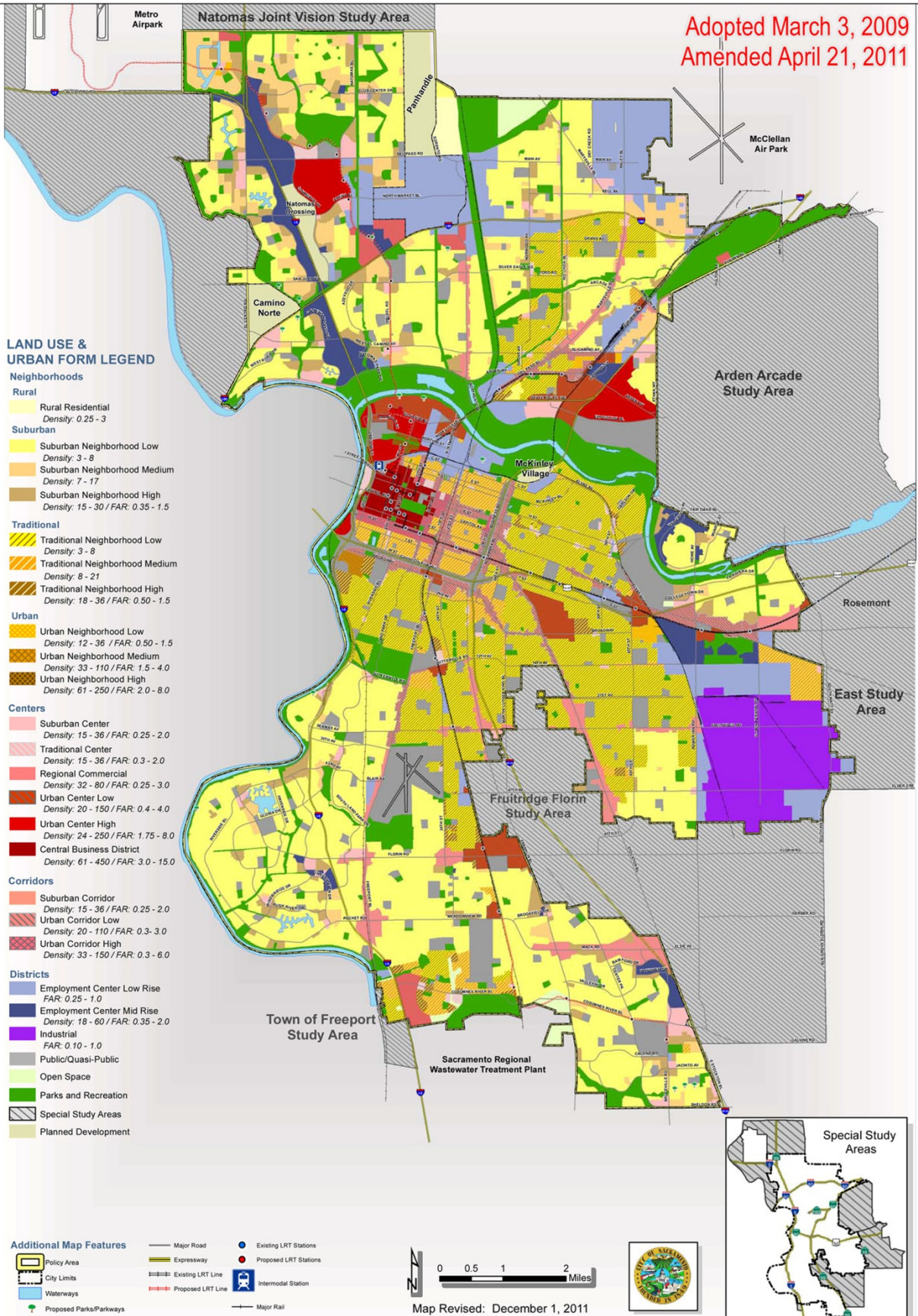
SCOPING MEETING

A public scoping meeting will be held on **Wednesday, January 9, 2013, 6:00 – 7:30 PM**
at the City Hall Foyer at the following location:

New City Hall
915 I Street
Sacramento, CA 95814

Responsible agencies and members of the public are invited to attend and provide input on the scope of the MEIR. The scoping meeting will be conducted in an open house format. Written comments regarding relevant issues may be submitted at the meeting.

Adopted March 3, 2009
Amended April 21, 2011

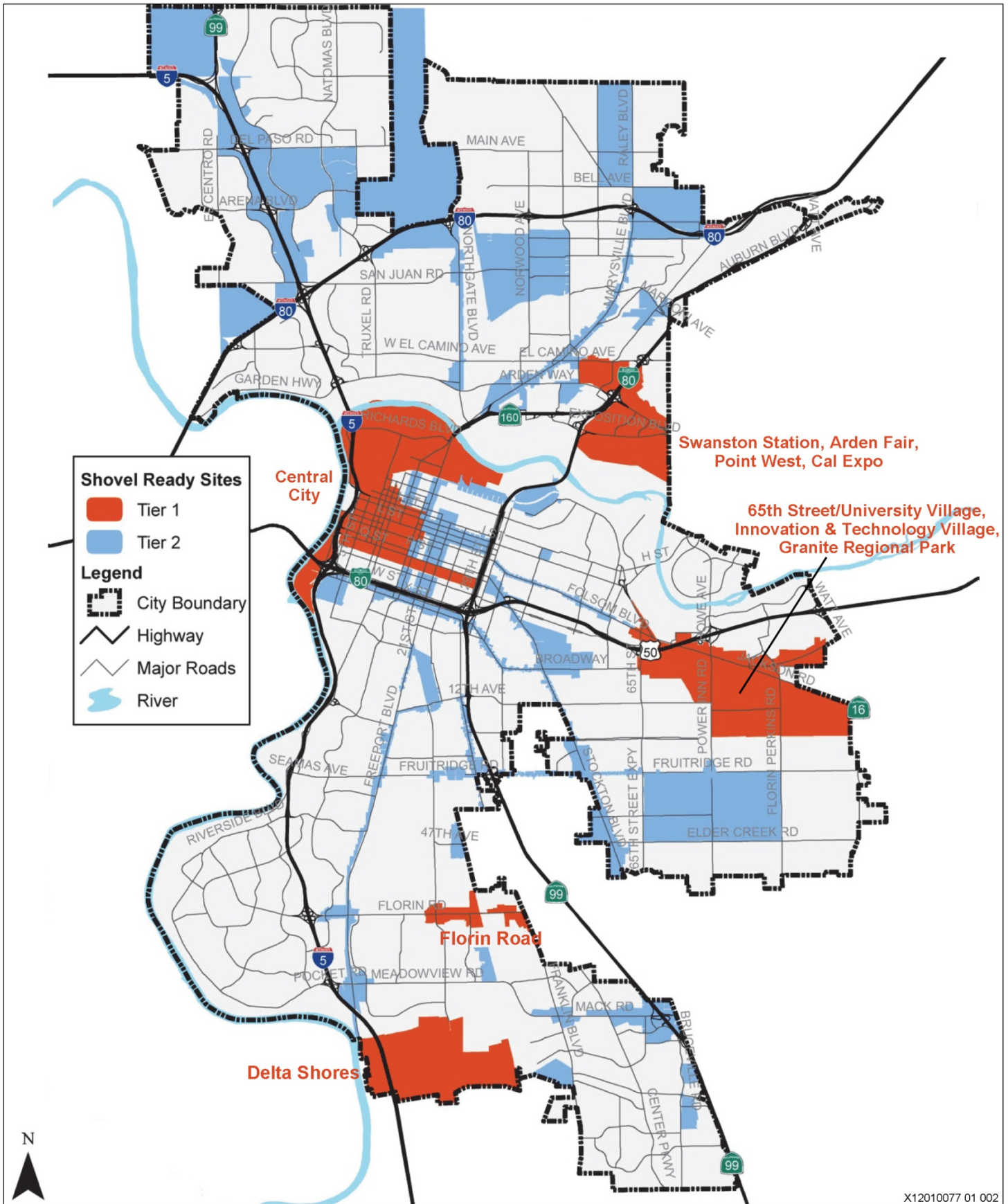


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Source: City of Sacramento 2011; Adapted by Ascent in 2012

Figure 1 2030 General Plan Land Use Diagram





Source: City of Sacramento 2011; Adapted by Ascent in 2012

Figure 2 Shovel-Ready Tier-1 and Tier-2 Priority Areas



X12010077 01 002

Appendix B

Comments on the Notice of Preparation

DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov



*Flex your power!
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January 22, 2013

032012-SAC0096
SAC / VAR
SCH# 2012122006

Mr. Scott Johnson
Planning Division
City of Sacramento
300 Richards Blvd.
Sacramento, CA 95811

City of Sacramento 2035 General Plan Update – Notice of Preparation (NOP)

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project is the 2035 General Plan Update for the City of Sacramento. This document proposes a plan to guide the growth of the City of Sacramento for the next twenty years. State highways included in this plan area are State Routes (SR) 16, 51, 99, 160, and 244; US Route (US) 50; and Interstate Routes 5 and 80. This NOP seeks preliminary comments on the proposed project to guide development of the Draft Environmental Impact Report (DEIR). The following comments are based on the NOP.

General Comments

- The State Highway System (SHS) is a major part of the circulation network in Sacramento and should be identified as such throughout both the General Plan itself and the associated environmental documents.
- The City should protect adequate right-of-way for new and expanded SHS transportation facilities. Transportation Concept Reports (TCRs) and Corridor System Management Plans (CSMPs) for the State highways are documents that guide future development of the SHS in the City. These documents are available at: <http://www.dot.ca.gov/hq/tpp/corridor-mobility/d3-page.html>. Similarly, the District System Management and Development Plan, which describes development to the transportation system in the Sacramento area, is available online at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.htm>

These reports provide information on the current and future projects as well as the future vision

for these facilities. Where possible, the General Plan should be consistent with these documents.

- The General Plan should include an access management policy to control access to the SHS, and to ensure operational integrity.
- As part of the circulation network, improvements to the SHS and the operation of the SHS are a shared responsibility between the City of Sacramento and Caltrans. This should be reflected in a policy statement.

SR 16 Relinquishment

Caltrans has entered into discussions with the City of Sacramento, County of Sacramento, and the City of Rancho Cordova to relinquish SR 16 between US 50 and Grant Line Road. Should the relinquishment occur and the City of Sacramento take ownership of this facility, then Caltrans will have no approval role on any or all modifications to Jackson Highway within the segment relinquished to the City. However, should relinquishment not occur, Caltrans cannot approve any design changes that would not comply with the design standards set forth by the Highway Design Manual, and cannot approve facility modifications that are incompatible with the SR 16 Transportation Corridor Concept Report.

CEQA Streamlining

As part of Senate Bill (SB) 375, a streamlined process for CEQA review was established for certain types of development. The Sacramento Area Council of Governments (SACOG) contained many of these policies in the Metropolitan Transportation Plan and its Sustainable Communities Strategies. Since some streamlining provisions would exempt project level analysis of impacts to the SHS, potential direct and cumulative SHS impacts should be analyzed and mitigated by the General Plan and associated documents. Caltrans has a common interest with the City to see that SHS safety impacts, bottlenecks, and other operational deficiencies are addressed to preserve mobility to, from, and within the City. By addressing impacts at the General Plan level, Caltrans and the City can ensure that those impacts are mitigated or avoided, while also providing streamlining benefits at the project level.

We also request to be notified if the City plans to use the SB 375 CEQA streamlining process for development projects.

Traffic/Circulation

The SHS is intended to facilitate inter-regional travel. The SHS within the City operates with a high volume of commuter and truck traffic. In order to maintain acceptable traffic conditions, parallel “complete” streets and potential transit routes should be developed to provide an alternative to the SHS for local trips.

The land use changes proposed in the General Plan Update may pose potentially significant impacts to the State Highway System (SHS). Proposed changes include increased density of several land use

types and could affect the number of projected generated trips and travel patterns throughout the Sacramento Region. Travel data regarding such land use changes should be included in the EIR. Specifically, the EIR should identify the impacts that the increase in traffic will have on SHS segments, intersections, and interchanges, and any necessary mitigations to reduce the impacts to a less than significant level.

A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the SHS. Any special projects or improvements as well as existing deficiencies that were not mitigated from prior commitments should be included in the TIS. We recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans. It is available at the following website address: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf. Please contact us before the start of the study to coordinate preparation of the scope of this TIS so that the SHS is properly analyzed.

Caltrans is investigating alternatives to the Level of Service (LOS) measure as a threshold of significance for evaluating impacts from proposed projects. Other indicators such as delay or some other appropriate measure may be more suitable than the traditional LOS measure. Caltrans looks forward to working with the City to explore alternative measures of thresholds of significance. Caltrans would like to work with the City to jointly develop measures for use in this EIR and then continue the discussion for a more comprehensive alternative measure.

Traffic Impact Fees

Freeways and Expressways serve local, intra-regional, and inter-regional travel through the City of Sacramento. It is imperative that new developments within the City that use SHS facilities for intra-regional and local travel contribute fair share cost toward funding improvements that will be necessary to maintain acceptable traffic conditions on the SHS, as new development will increase travel demand.

We strongly support the City in ensuring that new development is properly mitigated. This General Plan is an ideal opportunity to ensure your community is prepared for upcoming development.

We suggest that a Nexus study be prepared for those portions of the City where development is planned, so that a Traffic Impact Mitigation Fee (TIMF) program can be developed and implemented by the City to address SHS impacts. This action would set up a fair and equitable mechanism to assess and collect TIMFs from all local projects needing mitigation. Caltrans is available to assist the City through this process.

For any questions regarding this letter, please contact me at 916-274-0635 or by email at: eric_fredericks@dot.ca.gov

Mr. Scott Johnson/ City of Sacramento, Planning Division
Tuesday, January 22, 2013
Page 4

Sincerely,

A handwritten signature in blue ink that reads "Eric Fredericks". The signature is written in a cursive style with a prominent "E" and "F".

ERIC FREDERICKS, Chief
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



January 4, 2013

Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Re: Notice of Preparation
2035 General Plan Update
SCH# 2012122006

Dear Mr. Johnson:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. Any work done near the railroad right-of-way that may infringe on the right-of-way must be coordinated with the railroad. Increased vehicle or pedestrian usage of roadways due to development projects may impact railroad crossings in the vicinity of the project. New housing, shopping complexes, new parks, and roadway modifications are just a few of the project types that can impact railroad crossing. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

Thank you for your consideration of these comments. If you have any questions, please contact me at (916) 928-2515 or email at atm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "David Stewart".

David Stewart
Utilities Engineer
Safety and Enforcement Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682



March 20, 2013

Mr. Scott Johnson, Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811 - 0128

Subject: Notice of Preparation for the City of Sacramento 2035 General Plan Update

Dear Mr. Johnson:

The Central Valley Flood Protection Board (CVFPB) has reviewed the documentation supplied from the City of Sacramento for the proposed City of Sacramento 2035 General Plan Update (GPU) and for the plan's compliance with Assembly Bill 162 (AB 162). Upon completion of our review, the CVFPB has the following flood hazard concerns:

- CVFPB staff found the proposed City of Sacramento 2035 GPU area lies within the 100-year, 200-year and 500-year floodplains, and within the Levee Flood Protection Zone for this area of California (see Attachment A). It is because of the flood hazard risk for this area that the CVFPB suggests the City to consider following current State flood management policy noted in Government Code Sections 65865.5, 65962 and 66474.5, which discourages residential development within floodplains unless there is an adequate flood protective system present.
- The CVFPB suggests that the City become involved with the Regional Flood Management Planning effort for the Lower Sacramento/Delta North Region, which is currently underway as part of the recently adopted Central Valley Flood Protection Plan (CVFPP). Attachment B shows the draft Regional Flood Management Planning Regions throughout California. The local CVFPP planning region contact is:
 - For the Lower Sacramento/Delta North Region, the contact agency is the West Sacramento Area Flood Control Agency (WSAFCA), located at 1110 West Capitol Avenue, West Sacramento, CA, 95691, (916) 617-4850. The point of contact (POC) is Mr. Paul Dirksen, and he can be reached at (916) 617-4560, or at PaulD@cityofwestsacramento.org.
- The road embankments of Interstate 5, 80 and State Highway 99 are barriers to a flood evacuation, as well as flood waters themselves, causing the retention of flood waters. In a flooding event, emergency services would most likely be isolated from certain areas of Sacramento due to these roadway barriers and their retained flood waters. It will be important for the City to address this issue in the 2035 GPU.

Mr. Scott Johnson

March 20, 2013

Page 2

- The CVFPB suggests that land uses other than residential may be more suited for development within floodplains considering the potential flood hazard risks for the City of Sacramento 2035 GPU planning area.

CVFPB staff also found the City of Sacramento 2030 General Plan housing element was adopted by the City on November 18, 2008. This housing element was adopted by the City prior to January 1, 2009, which is the housing element update compliance trigger date in AB 162, which has been codified now in California Code Sections 65302.7 and 65352. Therefore, CVFPB looks forward to reviewing the safety element of the City of Sacramento 2035 General Plan Update to ensure flood hazard related matters are in compliance with these sections of the Code.

To summarize, AB 162 requires cities and counties in the Central Valley to amend the land use, conservation, safety, and housing elements of their general plans to address flood-related matters. In addition to cities and counties providing adequate flood management in their planning, these legislative requirements also make flood risks more apparent to the public when deciding whether to live in a floodplain and face preparedness for flooding, purchase of flood insurance, and other associated consequences.

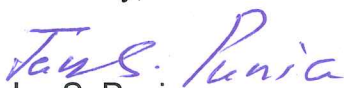
The California Department of Water Resources (DWR) in October 2010 prepared the "Implementing State Flood Risk Management Legislation into Local Land Use Planning, A Handbook for Local Communities." The CVFPB suggests the City follow this handbook for evaluating the flood hazard risks of future development proposals. This handbook is available at the following DWR internet address:

http://www.water.ca.gov/floodmgmt/lrafmo/fmb/docs/Oct2010_DWR_Handbook_web.pdf

A general plan checklist is attached (Appendix C from the Handbook) to assist you in preparing the required information and to use when submitting future general plan documents to the CVFPB for review. Please provide this checklist to the staff or consultants who prepare general plan updates for your jurisdiction. The checklist outlines what is required by the law, however, CVFPB staff may ask for more information in addition to this checklist.

If you have any further questions, please contact Michael C. Wright, Chief of the Enforcement Section, at (916) 574-0698, or by e-mail at mcwright@water.ca.gov.

Sincerely,



Jay S. Punia
Executive Officer

Attachments: A – 100, 200, & 500 year floodplain and levee protection zone maps
B – Draft Regional Flood Management Planning Regions
Appendix C, General Plan Safety Element – Review Crosswalk (11 pages)

cc: CVFPB Board Members
Mr. Jon Tice, CVFPB
Mr. James Herota, CVFPB

Floodplain Information



Floodplains are displayed using semi transparent colors. When viewing overlapping floodplains, the combination of multiple semi transparent colors will not match the legend colors. For accurate color representation, view floodplains individually.

Legend:

100-Year Floodplains

FEMA Effective

200-Year Floodplains

USACE Comprehensive Study

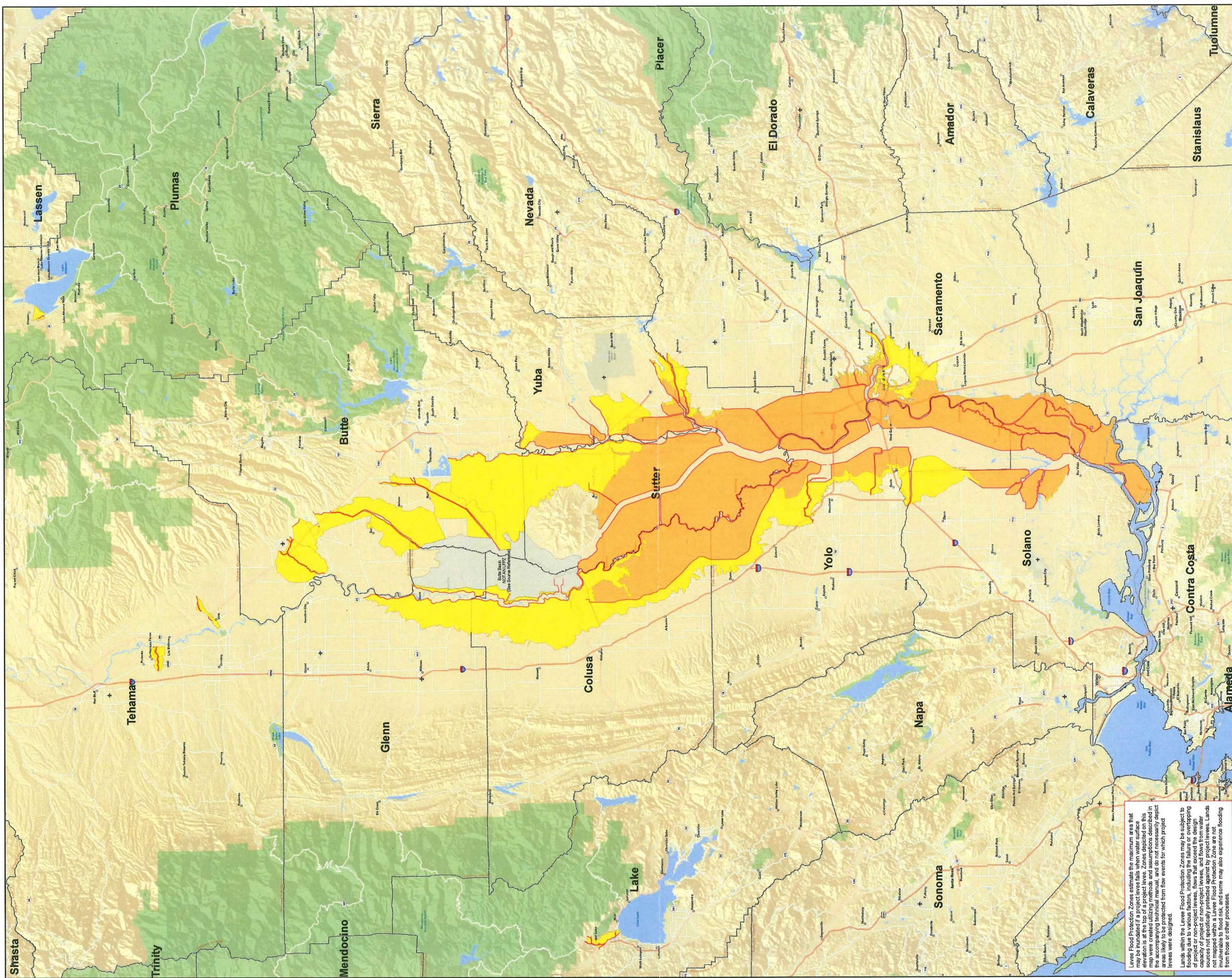
500-Year Floodplains

FEMA Effective

Disclaimer:

The BAM does not replace existing FEMA regulatory floodplains shown on Flood Insurance Rate Maps (FIRM). For more information on the FEMA regulatory floodplains, please contact FEMA directly. The BAM floodplains identify potential flood risks that may warrant further studies or analyses for land use decision making. The floodplains shown delineate areas with potential exposure to flooding for three different storm events: one with storm flows that have a 1% chance of being equaled or exceeded in any year (100-year), one with storm flows that have a 0.5% chance of being equaled or exceeded in any year (200-year), and one with storm flows that have a 0.2% chance of being equaled or exceeded in any year (500-year). These flows and resulting flooded area are based on the best available floodplain information and may not identify all areas subject to flooding.

The floodplain map is best viewed and printed in color



Levee Flood Protection Zones estimate the maximum area that may be inundated if a project levee fails when water surface elevation is at the top of a project levee. Zones depicted on this map were created utilizing methods and assumptions described in the project's Flood Protection Zones Report. Project Levee areas likely to be protected from flow events for which project levees were designed.

Levees within the Levee Flood Protection Zones may be subject to flooding due to various factors, including the failure or overtopping of project or non-project levees, flows that exceed the design capacity of project or non-project levees, and flows from water bodies that are not protected by project levees. Levee Flood Protection Zones are not intended to represent areas that are not vulnerable to flooding from these or other processes.



Levee Basin Boundaries Area shown is based on the Sacramento River and Delta Basin Project (SRDBP) Final EIR (2007) and the SRDBP Final EIR (2007).

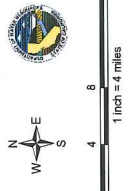
Source: DMG, EERI
 Projection: UTM Zone 10
 Vertical Datum: NAVD83
 Units: Meter/Feet

Levee Flood Protection Zones

- Depth Unknown
- Estimated Depth Greater Than 3'
- Batts Basin Not on LFPZ - area is designed to flood.
- Area shown is based on historical limits of flooding.

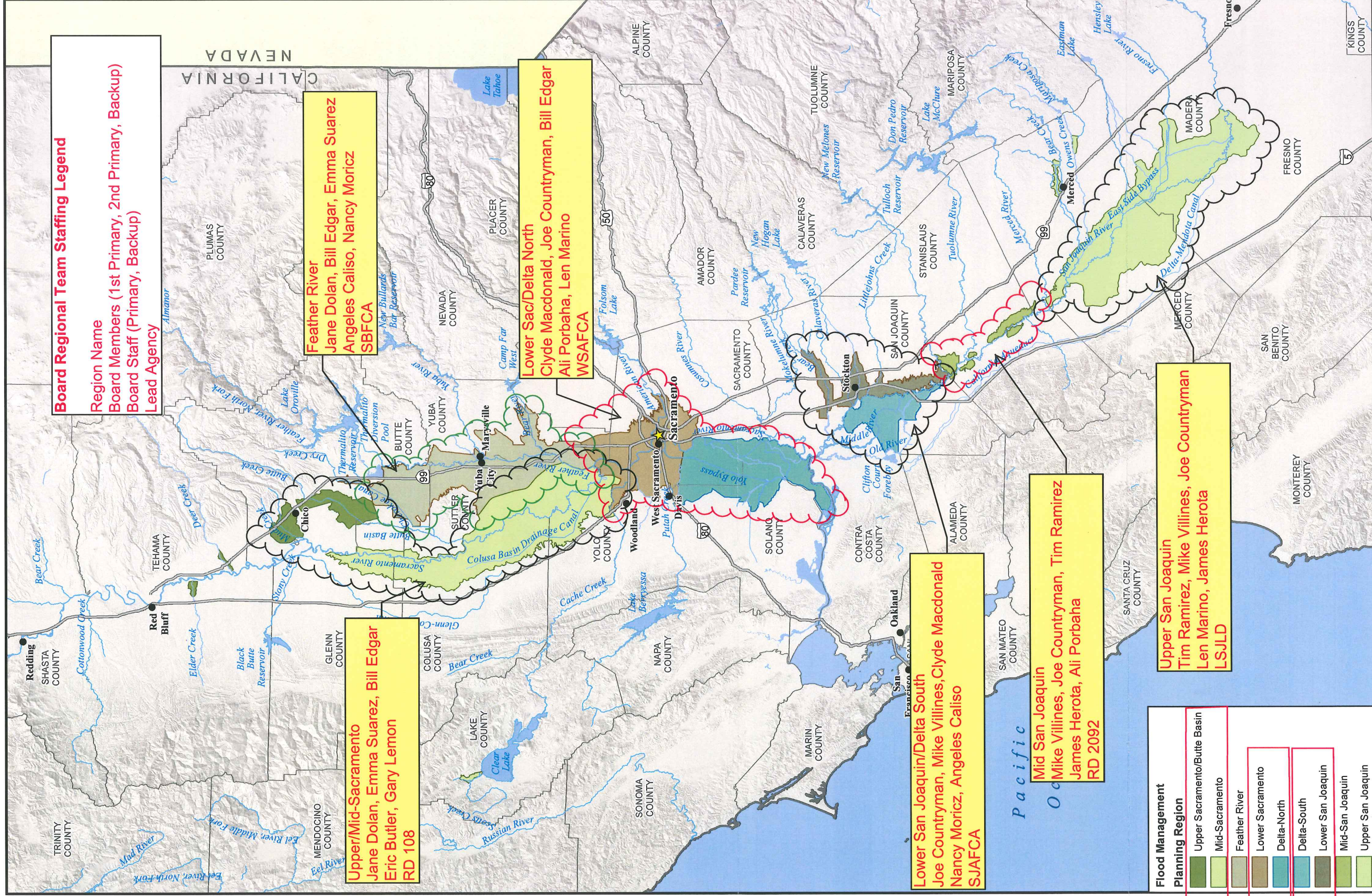
State Federal Project Levee

County Boundary



**Levee Flood Protection Zones
 Sacramento River Basin**

Date: August 19, 2011



Board Regional Team Staffing Legend

Region Name
Board Members (1st Primary, 2nd Primary, Backup)
Board Staff (Primary, Backup)
Lead Agency

Feather River
 Jane Dolan, Bill Edgar, Emma Suarez
 Angeles Caliso, Nancy Moricz
 SBFCA

Lower Sac/Delta North
 Clyde Macdonald, Joe Countryman, Bill Edgar
 Ali Porbaha, Len Marino
 WSAFCA

Upper/Mid-Sacramento
 Jane Dolan, Emma Suarez, Bill Edgar
 Eric Butler, Gary Lemon
 RD 108

Lower San Joaquin/Delta South
 Joe Countryman, Mike Villines, Clyde Macdonald
 Nancy Moricz, Angeles Caliso
 SJAFCA

Mid San Joaquin
 Mike Villines, Joe Countryman, Tim Ramirez
 James Herota, Ali Porbaha
 RD 2092

Upper San Joaquin
 Tim Ramirez, Mike Villines, Joe Countryman
 Len Marino, James Herota
 LSJLD

Flood Management Planning Region
Upper Sacramento/Butte Basin
Mid-Sacramento
Feather River
Lower Sacramento
Delta-North
Delta-South
Lower San Joaquin
Mid-San Joaquin
Upper San Joaquin

1" = 20 miles
 0 4 8 16 Miles
 Datum: NAD 83
 Zone: N/A
 Projection: CA (Teale) Albers
 Units: meters

Regional Flood Management Planning

Regional Flood Management Planning Regions

DRAFT



Prepared By: K. Miller

Date: June 13, 2012

File: Z:\Projects\109146\RFMP_Regions.mxd



**General Plan Safety Element
Review Crosswalk**

C



CENTRAL VALLEY FLOOD PROTECTION BOARD GENERAL PLAN SAFETY ELEMENT REVIEW CROSSWALK

The General Plan Safety Element Review Crosswalk is based on the currently effective requirements of Government Code Section 65302.7, which state each city and county within the boundaries of the Sacramento-San Joaquin Drainage District (SSJDD) must submit the draft safety element, or draft amendment to the safety element, to the Central Valley Flood Protection Board (CVFPB) for review 90 days prior to element adoption. The CVFPB then has 60 days to review the safety element and provide written recommendations for changes regarding:

1. Uses of land and policies in areas subjected to flooding that will protect life, property, and natural resources from unreasonable risks associated with flooding.
2. Methods and strategies for flood risk reduction and protection within areas subjected to flooding.

Each city and county must consider the Board's recommendations prior to the adoption of the draft safety element. If the legislative body determines not to accept all or some of the recommendations, findings must be made in writing to the Board that states the reasons why. If the Board's recommendations are not available within 60 days, action can be taken by the local jurisdiction without the recommendations devoid of penalty; however, if recommendations are submitted after the 60 days, the local governing body must consider the recommendations at the next time the jurisdiction considers amendments to the safety element.

Consultation with the Central Valley Flood Protection Board

Prior to preparation or revision of the safety element cities and counties must consult with the CVFPB based on the currently effective requirements of Government Code Section 65302(g)(5). The purpose of the consultation with the CVFPB is to assist with guidance related to areas subject to flooding and to direct jurisdictions to the most current relevant technical information available regarding flood risk reduction and protection. It is recommended that cities and counties consult with the CVFPB through written communication, phone calls, and/or electronic communication at <http://www.cvfpb.ca.gov/>.

PART 1 – INSTRUCTIONS

Please fill out the application information below under Part 2, along with the checklist requirements within Part 3, Sections I and II "jurisdictions to fill out" columns and return, along with the draft safety element to:

Central Valley Flood Protection Board (CVFPB), Encroachment Control & Land Use Section
3310 El Camino Avenue, Room 151
Sacramento, California 95821

PART 2 – APPLICATION INFORMATION

Jurisdiction to Fill Out			
Jurisdiction:	Mailing Address:		
Jurisdiction Contact/Title:	Phone Number:	E-mail Address:	Date of draft safety element:
CVFPB Use Only			
CVFPB Reviewer/Title:		CVFPB Receipt Date:	

Central Valley Flood Protection Board (CVFPB)

Safety Element Review Crosswalk



PART 3 – CHECKLIST OF REQUIREMENTS

Government Code Section 65302(g) includes 2007 State flood risk management legislative direction to local jurisdictions to review and revise the general plan safety element to identify new information regarding flood hazards. For guidance regarding how to respond to the specific requirements under Section I and II below, reference the Department of Water Resources' Handbook for Implementing California Flood Legislation into Local Land Use Planning at <http://www.water.ca.gov/floodmgmt/> or <http://www.water.ca.gov/LocalFloodRiskPlanning/>.

This Review Crosswalk serves as a typical checklist that is required by the CVFPB and other agencies; however, the CVFPB and other agencies may ask for more information in addition to this checklist.

Items to Consider before Filling out the Review Crosswalk

Cities and counties are required to submit the draft general plan safety element or draft general plan safety element amendments to the CVFPB only if the bottom two conditions apply:

1. Is the city or county located within Sacramento-San Joaquin Drainage District? If yes, continue with the Review Crosswalk.
2. Is it a draft general plan safety element or draft general plan safety element amendment? If yes, continue with the Review Crosswalk.

Scoring System

The scoring system for the Review Crosswalk is based on the review of the safety element requirements under Sections I and II below and the resulting findings from the CVFPB if the requirements have been "met" or "not met."

Section I: Identification of Flood Hazard Information

Jurisdiction to Fill Out		CVFPB Use Only		
Safety elements must identify information regarding flood hazards per GC 65302(g)(2)(A)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/ Page #	Score	
			✓ MET	✓ NOT MET
i. Does the new or updated safety element include flood hazard zones, as identified by FEMA?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>



Appendix C

Jurisdiction to Fill Out			CVFPB Use Only	
Safety elements must identify information regarding flood hazards per GC 65302(g)(2)(A)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/ Page #	Score	
			✓ MET	✓ NOT MET
ii. Does the new or updated safety element include National Flood Insurance Program (NFIP) maps, published by FEMA?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
iii. Does the new or updated safety element contain information about flood hazards available from the U.S. Army Corps of Engineers including the Corps Sacramento and San Joaquin River Basins Comprehensive Study?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
iv. Does the new or updated safety element include dam failure inundation maps, available from CalEMA (prepared pursuant to GC Section 8589.5)?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>



Jurisdiction to Fill Out			CVFPB Use Only	
Safety elements must identify information regarding flood hazards per GC 65302(g)(2)(A)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/ Page #	Score	
			✓ MET	✓ NOT MET
v. Does the new or updated safety element include designated floodway maps, available from the CVFPB?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
vi. Does the new or updated safety element include Awareness Floodplain Mapping Program maps and 200-year flood plain maps, available from DWR?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
vii. Does the new or updated safety element include maps of levee flood protection zones (LFPZs), available from DWR?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>

Board Reviewer's Comments



Appendix C

Jurisdiction to Fill Out			CVFPB Use Only	
Safety elements must identify information regarding flood hazards per GC 65302(g)(2)(A)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/ Page #	Score	
			✓ MET	✓ NOT MET
viii. Does the new or updated safety element include areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls (contact DWR for assistance, if needed)?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
ix. Does the new or updated safety element include historical data on flooding including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding, varies by Jurisdiction (contact DWR for assistance, if needed)?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>



Jurisdiction to Fill Out			CVFPB Use Only	
Safety elements must identify information regarding flood hazards per GC 65302(g)(2)(A)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/ Page #	Score	
			✓ MET	✓ NOT MET
x. Does the new or updated safety element include existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities, varies by jurisdiction (contact DWR for assistance, if needed)?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>
xi. Does the new or updated safety element include reference to local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services?		Page _____	<input type="checkbox"/>	<input type="checkbox"/>

Board Reviewer's Comments



Appendix C

Section II: Protection of the Community from the Unreasonable Risks of Flooding

Jurisdiction to Fill Out			CVFPB Use Only				
Based on the above information in Section I, safety elements must establish a set of comprehensive goals, policies, and feasible implementation measures under GC 65302(g)(2)(B) and 65302(g)(2)(C)	Jurisdiction's Notes for CVFPB Reviewer			Board Reviewer's Comments	Score		
	Location in the Safety Element/Page #	Goal	Policy			Imp. Measure	
Do the new or updated safety element goals, policies, and implementation measures accomplish the following: I. Avoid or minimize the risks of flooding to new development?	Page _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> MET	<input checked="" type="checkbox"/> NOT MET
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. Part a: Evaluate whether new development should be located in flood hazard zones?	Page _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Jurisdiction to Fill Out			CVFPB Use Only			
Based on the above information in Section I, safety elements must establish a set of comprehensive goals, policies, and feasible implementation measures under GC 65302(g)(2)(B) and 65302(g)(2)(C)	Jurisdiction's Notes for CVFPB Reviewer	Location in the Safety Element/Page #			Score	
		✓ Goal	✓ Policy	✓ Imp. Measure		
<p>Do the new or updated safety element goals, policies, and implementation measures accomplish the following:</p>		Board Reviewer's Comments			✓ MET	✓ NOT MET
<p>II. Part b: Identify construction methods or other methods to minimize damage if new development is located in flood hazard zones?</p>	<p>Page _____</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>				<input type="checkbox"/>	<input type="checkbox"/>
<p>III. Maintain the structural and operational integrity of essential public facilities during flooding?</p>	<p>Page _____</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<input type="checkbox"/>	<input type="checkbox"/>			



Appendix C

Jurisdiction to Fill Out			CVFPB Use Only		
Based on the above information in Section I, safety elements must establish a set of comprehensive goals, policies, and feasible implementation measures under GC 65302(g)(2)(B) and 65302(g)(2)(C)	Jurisdiction's Notes for CVFPB Reviewer			Board Reviewer's Comments	Score
	Goal	Policy	Imp. Measure		
<p>Do the new or updated safety element goals, policies, and implementation measures accomplish the following:</p> <p>IV. Locate, when feasible, new essential public facilities outside of flood hazard zones (including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities) or identify construction methods or other methods to minimize damage if these facilities are located in flood hazard zones?</p>	Page _____				<input checked="" type="checkbox"/> MET <input type="checkbox"/> NOT MET
					<input type="checkbox"/> <input type="checkbox"/>



Public Scoping Meeting for City of Sacramento 2035 General Plan Update
Master Environmental Impact Report (MEIR)

January 9, 6:00 p.m.

SCOPING COMMENTS

Please hand in during the meeting or mail (address on back) by January 22, 2013

Name: DEAN BLANK

Organization (if any): _____

Address (optional): 2507 MABRY DR SAC. 95835

City, State, Zip: _____

E-mail: BLANKD@SACCOUNTY.NET

The City of Sacramento invites you to provide specific comments on the scope of the MEIR. Thank you!

Comments

I LIVE IN THE NORTH MATOMAS COMMUNITY.
I WOULD LIKE TO SEE THE CITY CONSIDER
A FUNDING MECHANISM SUCH AS AN ASSESSMENT
OR TAX TO FUND THE FULL IMPLEMENTATION
OF THE REGIONAL PARK IN NORTH MATOMAS.

WE NEED FLOOD PROTECTION.

Scott Johnson

From: Kennedy, Donald <DLKn@pge.com>
Sent: Thursday, June 14, 2012 11:05 AM
To: Remi Mendoza
Cc: Forney, Steve C; Teresa Haenggi; Greg Sandlund
Subject: City of Sacramento's 2035 General Plan Update - PG&E's Comments
Attachments: GPScope_Schedule.pdf

Mr. Mendoza,

Thank you for giving PG&E the opportunity to comment on the City's 2035 General Plan Update. PG&E has the following comments to offer.

PG&E owns, operates, and maintains electric transmission and gas distribution/transmission facilities within the General Plan area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, the project proponents shall coordinate with PG&E early in the development of their plans. Any future development plans should provide for unrestricted utility access and prevent encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

We would like to note that continued development will have a cumulative impact on PG&E's gas system and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. Upgrades or additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for future development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments, any possible relocations, and any potential environmental issues associated with extending utility service to the proposed project. This will assure the projects compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas service to the area. We would also appreciate being copied on future correspondence regarding this subject as the City's 2035 General Plan Update develops.

Gas service may be available to future development projects if desired. The project proponents should contact PG&E's Service Planning Department at 1-877-743-7782 as soon as possible to coordinate construction so as not to delay their projects.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation

of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Please contact me with any questions or concerns.

Sincerely,

Donny Kennedy
Pacific Gas & Electric Company
343 Sacramento Street
Auburn, CA 95603
Internal: (8) 732-5089
External: (530) 889-5089
Fax: (530) 889-3392

-----Original Appointment-----

Hello everyone,

Please join City staff for this very special presentation and discussion on the Sacramento 2035 General Plan Update. We are initiating the 5-year update of the general Plan, including a new Housing Element, and we would like your input in developing the scope. You understand how General Plan and Housing Element support your organization's goals, policies and operations, so your attendance is very important to us.

Attached is an invitation letter from David Kwong, Planning Director, and also enclosed is a draft scope of work. For your reference, the general plan is located at www.sacgp.org
Please send me an e-mail to confirm your attendance. We look forward to seeing you soon.

Scoping Meeting for the Sacramento 2035 General Plan Update
Meeting Date: Thursday, June 7th
Meeting Time: 10:00 a.m. to 11: a.m.
Location: 300 Richards Blvd., Room 339, Sacramento, CA 95814
Contact: Remi Mendoza, Associate Planner
E-mail: RMendoza@cityofsacramento.org

Thank you,

Remi Mendoza, Associate Planner
City of Sacramento
Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, Ca 95814
Ph(916) 808-5003
E-mail: RMendoza@cityofsacramento.org

Draft General Plan Update Scope of Work (05/31/12)

1. Housing Element
 - Updating document to meet state requirements
2. General Plan Policy
 - State compliance and general construction of the document.
 - Alignment of SACOG MTP data/GP data and input into MEIR.
 - Refresh Technical Background Report (TBR), as necessary, to reflect changes in demographic data to support housing element and MEIR.
 - Evaluate the efficiency and effectiveness of General Plan policies and implementation measures
 - Assess our Economic Development policies to promote infill and shovel ready sites.
3. Master EIR
 - Update existing MEIR for another 5 year term
 - Identify Thresholds of significance
 - Update Greenhouse Gas Inventory
 - GP policy as a CEQA threshold
 - Cultural resources
 - Groundwater wells
 - Climate Discussion
 - MTP population/housing projections (vs. 2030 GP)
4. Traffic Study
 - Refresh of existing traffic study for another 5 year term
 - Synch GP policies and thresholds of significance
5. Infrastructure Assessment
 - Infrastructure Assessment and Financing Plan for Shovel Ready Areas
6. Identify traffic LOS policies for exempt areas
 - Identify supplemental mitigation measures/policies.

7. Document formatting/editing
 - Incorporate new policies and amend maps, resulting in a comprehensive reformatting of GP document.
8. Policy Edits
 - Incorporate minor policy changes to reflect corrections and modifications identified during the first three years of implementation.
9. Incorporation of adopted policies
 - Incorporate previously adopted General Plan policy amendments into the larger document.
10. Incorporate map changes
 - Update maps and graphics to reflect changes to date.
11. Outreach
 - Conduct community outreach to area leadership and interested parties.
12. Evaluate the efficiency and effectiveness of General Plan policies and implementation measures

General Plan Five Year Update (Incl. Housing Element): Draft Schedule

Draft Scope – May 2012

Final Scope – June 2012

Consultant RFP – July 2012

Consultant Contract – August 2012

Phase I/Initial Outreach – August 2012

- Area Leadership
- Planning Commission
- Council Briefings

Draft Plan Changes/Edits – September - December 2012

Initiate Environmental Analysis/NOP – December 2012 – June 2013

Draft Housing Element Document – April 2013*

Draft General Plan Document – June 2013

Planning Commission Workshop II – July 2013

Planning Commission Public Hearing – August 2013

City Council Public Hearing (Incl. Draft Housing Element) – September 2013

Draft Housing Element to HCD – October 2013*

Housing Element Adopted by City Council – Feb 2014

Housing Element Certified – May 2014

***Critical Dates**

Scott Johnson

From: Patrick Tully <ptully@mindsetsoft.com>
Sent: Monday, December 10, 2012 5:16 PM
To: Scott Johnson
Cc: Patrick Tully
Subject: CEQA Comment for Draft EIR for General Plan Update.

Scott Johnson, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd., Third Floor, Sacramento, CA 95811
Telephone: (916) 808-5842

Dear Mr. Johnson,

Please accept the following letter of concern for inclusion and response within the City of Sacramento's CEQA GPU.

Recently the City Council voted and approved an exemption for Union Pacific Rail Road from the City of Sacramento development standards, including building, lighting, safety, and environmental drainage standards for the Right of Way along the rail road tracks in Midtown Sacramento. This right of way falls within the City of Sacramento's jurisdiction and laws. The exemption provided by the City Council allows Union Pacific to use bare land for commercial purposes without adequate environmental protections, including proper surface drainage to avoid contamination of underground water aquifers by surface run-off. We believe the industrial & commercial use of the land within the City, outside the locomotion of trains, without proper drainage and clean water protections could, and may currently violate the City's requirement to honor the Federal Clean Water Act. Additionally we know of no mitigation, nor offset, taken by the City of Sacramento for this exemption under the law. We believe the City has failed to adequately protect the water aquifers and/or American and Sacramento Rivers by providing this commercial exemption. We ask that this concern be placed on record in the City's CEQA and hopefully addressed.

Thank you,
Patrick Tully
ptully@mindsetsoft.com
916-446-7275
Bitwise Properties, Inc.
1330 21st Street, Suite 200
Sacramento, CA 95833



SACRAMENTO AREA BICYCLE ADVOCATES

January 22, 2013

Scott Johnson, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org

Subject: Notice of Preparation (NOP) for Master Environmental Impact Report (MEIR) on the City of Sacramento 2035 General Plan Update (GPU)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the subject NOP. We believe the City's current 2030 General Plan lays an excellent foundation for improving the future growth and livability of Sacramento in many ways. We look forward to participating in the year long process to update and adjust the General Plan to make it even better.

The updated General Plan will combine the 2030 General Plan with the recently adopted Climate Action Plan (CAP) including its "strategies, measures, and actions." The MEIR will address the updated General Plan's impacts and benefits on transportation and circulation in the City, among other topics.

The City's CAP aims to increase bicycling mode share by some unidentified amount that would be equivalent to a 1.5% reduction in vehicle miles traveled (VMT) in the City (see page 4-32). In the near term, the City intends to work with community partners to identify what the appropriate bike mode share goal should be and a methodology for monitoring progress. We would like to participate in those discussions.

For the MEIR analysis, the GPU will have a significant adverse impact on bicycling if it "fails to adequately provide for access by bicycle" throughout the City. A failure to provide adequate access for bicyclists will occur if the GPU does not produce these three elements in a reasonable time frame:

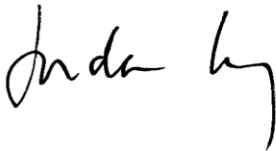
- Bikeways that are safe and comfortable integrated in a convenient and continuous network connecting residential neighborhoods with key destinations and activity centers for able bike riders of all ages;
- Bike parking that is secure and convenient along with other support facilities, such as bike-sharing facilities, at biking destinations; and
- Enforcement of traffic speed limits and education of vehicle operators so that traffic stress caused by speeding and reckless vehicles does not prevent use of bikeways by bicyclists.

We request that the MEIR address to what extent the GPU provides these 3 elements of bicycle access in Sacramento. Many recent studies have shown that traffic stress induced by high speed and high volume vehicle traffic is the primary impediment to large numbers of people being willing to use bicycling for everyday transportation (see Mekuria et al. 2012; Goodyear 2012; Geller n.d.). Women are particularly likely to be susceptible to traffic stress because of concerns about personal safety and traffic risks, explaining the large and growing gender differences in bicycling participation (Garrard et al. 2012). If the City is serious about increasing bicycling mode share to a sufficient extent to reduce VMT, it must do an excellent job of providing a low-traffic-stress bicycling network.

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,



Jordan Lang
Project Assistant

CCs:

Ed Cox, Sacramento Alternatives Modes Coordinator (ecox@cityofsacramento.org)

Fedolia "Sparky" Harris, Senior Planner (FHarris@cityofsacramento.org)

Jim McDonald, Senior Planner (JMcDonald@cityofsacramento.org)

Joseph Hurley, SMAQMD (jhurley@airquality.org)

Citations:

Garrard, Jan, Susan Handy, and Jennifer Dill. *Women and Cycling* in Pucher, John and Ralph Buehler. *City Cycling*. Cambridge, MA : The MIT Press, 2012.

Geller, Roger. *Four Types of Cyclists*. Portland, OR: City of Portland Office of Transportation, undated, circa 2007, <http://www.portlandonline.com/transportation/index.cfm?&a=237507&c=44597>

Goodyear, Sarah. *The Case for Separated Bike Lanes*. The Atlantic Cities website. August 12, 2012, <http://www.theatlanticcities.com/commute/2012/08/case-separated-bike-lanes/3015/>

Mekuria, Maaza, Peter Furth, and Hilary Nixon. *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute, San Jose State University. May 2012. Report 11-19.

Municipal Services Agency
Robert B. Leonard
Chief Deputy County Executive

Department of Transportation
Michael J. Penrose, Director



County Executive
Bradley J. Hudson

County of Sacramento

December 26, 2012

Mr. Scott Johnson
Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION (NOP) OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITY OF SACRAMENTO 2035 GENERAL PLAN UPDATE MASTER ENVIRONMENTAL IMPACT REPORT (LR12-003).

Dear Mr. Johnson:

The Sacramento County Department of Transportation (SACDOT) has had a chance to review the NOP for this General Plan Update. Thank you for the opportunity to review. We have the following comments:

- We would request that you please forward a copy of the EIR when complete for review.
- Please be consistent with the County's recent General Plan Update that was completed in 2011 when analyzing roadway facilities.
- We would be interested to find out the details of how you are planning to refine your transportation level of service standards to incorporate transit, bicycle, and pedestrians.

Should you have any questions, please feel free to contact me at (916) 874-7052.

Sincerely,

Matthew G. Darrow, PE, TE, PTOE
Senior Transportation Engineer
Department of Transportation

MGD

c: Dan Shoeman - DOT
Dean Blank - DOT
Kamal Atwal - DOT



"Leading the Way to Greater Mobility"

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

December 5, 2012

To: Reviewing Agencies
Re: 2035 General Plan Update
SCH# 2012122006

Attached for your review and comment is the Notice of Preparation (NOP) for the 2035 General Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Scott Johnson
City of Sacramento
300 Richards Blvd.
Sacramento, CA 95811**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012122006
Project Title 2035 General Plan Update
Lead Agency Sacramento, City of

Type NOP Notice of Preparation

Description The City of Sacramento ("City") is proposing a 2035 General Plan update (GPU), which includes focused updates of the City of Sacramento 2030 General Plan. The proposed GPU will document the City's progress in implementing the 2030 General Plan since 2009 and the Plan's policies and implementation programs to reflect changed conditions and new priorities. Specifically, the proposed GUP will address the following: update existing conditions information and data to 2012; update the planning horizon and revise projected growth estimates; support citywide economic development; refine transportation level of service (LOS) standards; map and report on historic resources; integrate climate action into the General Plan; address recent State mandate; update of the Housing Element; reflect past accomplishments and incorporate adopted amendments; support adopted and ongoing plans and initiatives; refine, consolidate, and prioritize General Plan implementation; and update goals, policies, and implementation programs to provide solutions to infrastructure, transportation, planning, and environmental challenges and to prioritize and streamline infrastructure investments for Shovel-Ready Tier 1 and Tier 2 Priority Areas. This proposed GPU is not considered a substantial overhaul to the existing General Plan, nor is it expected to result in Significant new development.

Lead Agency Contact

Name Scott Johnson
Agency City of Sacramento
Phone (916) 808-5842
email
Address 300 Richards Blvd.
City Sacramento **State** CA **Zip** 95811
Fax

Project Location

County Sacramento
City Sacramento
Region
Cross Streets Citywide
Lat / Long
Parcel No. All within City
Township **Range** **Section** **Base**

Proximity to:

Highways US 50, Route 51 (Bus. 80)
Airports McClellan, Executive
Railways UPRR
Waterways Sacramento and American River
Schools All
Land Use Within the City of Sacramento

Project Issues

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 2; Delta Stewardship Council; Delta Protection Commission; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3 S; Air Resources Board, Airport/Energy Projects; Regional Water Quality Control Bd., Region 5 (Sacramento)

Document Details Report
State Clearinghouse Data Base

Date Received 12/05/2012

Start of Review 12/05/2012

End of Review 01/03/2013

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Scott Johnson

From: JOSEPH J. HURLEY <JHURLEY@airquality.org>
Sent: Thursday, January 24, 2013 11:06 AM
To: Scott Johnson
Subject: SMAQMD comments on the City of Sacramento General MEIR update (LR12-003)

Good Morning Mr. Johnson,

Thank you for allowing us the opportunity to comment on the update to the General Plan and MEIR. The Air District has one comment:

Please include mention of the forthcoming Sacramento Region Bike Share program in the relevant portions of the document (for example, as a strategy to reach the CAP goal of displacing 1.5% of vehicle trips with bicycle trips). We want to ensure that Bike Share is adequately recognized in the document in an effort to facilitate implementation of the program in 2014/2015.

Thanks you,

-JJ Hurley

Joseph Hurley
Land Use Planner Analyst
Sacramento Metropolitan Air Quality Management District



Technology in Balance with Nature

December 11, 2012

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Sacramento, CA 95827-3553
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Scott Johnson
Associate Planner
Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Subject: Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the City of Sacramento 2035 General Plan Update Master Environmental Impact Report (LR12-003)

Dear Mr. Johnson:

Sacramento Regional Wastewater

Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tele: [916] 875-9000
Fax: [916] 875-9068

Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) have reviewed the above Notice of Preparation and have the following comments:

Portions of the local sewer service for the project area will be provided by Sacramento Area Sewer District (SASD). Conveyance from local trunk sewers to the Sacramento Regional Wastewater Treatment Plant (SRWTP) will be provided by SRCSD through large pipelines called interceptors.

Board of Directors

Representing:

County of Sacramento

County of Yolo

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

City of West Sacramento

SRCSD is in the process of finalizing an Interceptor Sequencing Study (ISS) that will aid in planning and implementing regional conveyance projects. The ISS is currently undergoing environmental review by the Department of Community Development - Planning and Environmental Review and is expected to be adopted early 2013. The most current SASD planning document, the 2010 System Capacity Plan Update (SCP) was approved by the SASD Board of Directors in January 2012.

SRCSD and SASD are not land-use authorities. Projects identified within SRCSD and SASD planning documents are based on growth projections provided by land-use authorities. Sewer systems are designed using predicted wastewater flows that are dependent on land use information provided by each land use authority. Impacts associated with constructing sanitary sewer facilities to provide service to the subject project must be included in this environmental impact report.

Customers receiving service from SASD and SRCSD are responsible for rates and fees outlined within the latest ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers.

If you have any questions regarding these comments, please contact me at 916-876-9994

Sincerely,

[Handwritten signature of Sarena Moore]

Sarena Moore
SRCSD/SASD
Policy and Planning

Cc: SRCSD Development Services, SASD Development Services, Michael Meyer, Dave Ocenosak, Prabhakar Somavarapu

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Joseph Maestretti
Chief Financial Officer
Claudia Goss
Public Affairs Manager

January 21, 2013

To: Scott Johnson, Community Development

From: Upper Land Park Neighbors

Re: Comments for the Update of the City of Sacramento's 2035 General Plan

We ask that you review the classification of Vallejo Way as a "collector" street in the current General Plan.

Vallejo Way Defined as a Collector Street

The City identifies Vallejo Way, from 5th Street to Land Park Drive and further, as a "collector" street in the General Plan. This definition does not reflect its limited physical conditions or its current residential use. Streets south of the City Cemeteries and south of Vallejo Way are considered "traditional neighborhood" streets and have the same physical characteristics as Vallejo Way. In addition, Vallejo Way does not meet the City's definition of a "collector" street. From Vallejo and 5th Street going east, Vallejo Way quickly narrows to 35 feet (gutter to gutter) west of Muir Way (@ 786 Vallejo Way). East of Muir Way (@ 807 Vallejo Way) the street width is 35 feet, 3 inches and narrows to 24 feet approximately 1/2 block east of Muir Way (@ 901 Vallejo Way). Finally, one-half block east of 10th Street and Vallejo, the street further narrows to 23 ft, 2 inches. The residential car parking allowed on Vallejo Way results in 15 feet of usable street width for two lanes of vehicle traffic. A "collector" street is defined as having much wider physical characteristics.

To define Vallejo Way as a "collector" street is inappropriate and would allow significant volumes of traffic before requiring mitigation under the California Environmental Quality Act (CEQA). The General Plan Update should re-classify Vallejo Way as a "neighborhood" street, to reflect its physical condition and actual use as a residential neighborhood street.

Thank you for your attention to this issue,

Luree Stetson

Upper Land Park Neighbors

916.447.3803 (home)

916.761.7964 (cell)

Appendix C

Background Report



BACKGROUND REPORT
Public Review Draft | August 2014

Prepared by

City of Sacramento

City of
SACRAMENTO

In consultation with

Mintier Harnish, Planning Consultants

Ascent Environmental, Inc

New Economics and Advisory

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City of
SACRAMENTO

CONTENTS

Acknowledgements	iv
1 Introduction	1-1
2 Community Development	2-1
Section 2.1: Land Use	2-1
Section 2.2: Policy Context	2-39
Section 2.3: Community Design	2-81
3 Mobility	3-1
Section 3.1: Roadways	3-1
Section 3.2: Transit Services	3-28
Section 3.3: Bikeways	3-37
Section 3.4: Pedestrian Facilities	3-41
Section 3.5: Aviation Facilities	3-46
Section 3.6: Waterway Facilities	3-49
Section 3.7: Railways	3-51
Section 3.8: Local Traffic Development Funding Programs	3-55
Section 3.9: Roadway Maintenance and Funding	3-55
Section 3.10: Parking	3-57
Section 3.11: Transportation Demand Management	3-59
Section 3.12: Mobility Findings	3-61
4 Utilities	4-1
Section 4.1: Sewer/Storm Drainage	4-1
Section 4.2: Domestic Water	4-18
Section 4.3: Water Supply	4-25
Section 4.4: Solid Waste	4-44
Section 4.5: Electricity	4-50

Section 4.6: Natural Gas	4-58
Section 4.7: Telecommunications	4-60
5 Public Services	5-1
Section 5.1: Police Protection	5-1
Section 5.2: Fire Protection	5-13
Section 5.3: Parks and Recreation	5-29
Section 5.4: Civic Community Facilities	5-42
Section 5.5: Libraries	5-53
Section 5.6: Schools	5-60
Section 5.7: Health Facilities	5-79
Section 5.8: Human Services	5-90
6 Environmental Resources	6-1
Section 6.1: Agricultural Resources	6-1
Section 6.2: Biological Resources	6-13
Section 6.3: Water Resources and Quality	6-42
Section 6.4: Cultural Resources	6-55
Section 6.5: Mineral Resources	6-92
Section 6.6: Air Quality	6-99
Section 6.7: Greenhouse Gas and Climate Change	6-108
Section 6.8: Scenic Resources	6-121
7 Public Health and Safety	7-1
Section 7.1: Geologic and Seismic Hazards	7-1
Section 7.2: Flood Hazards	7-14
Section 7.3: Fire Hazards	7-35
Section 7.4: Aviation Hazards	7-38
Section 7.5: Noise	7-42
Section 7.6: Hazardous Materials	7-56
Section 7.7: Emergency Response	7-66



8 Priority Investment Areas	8-1
Section 8.1: 65th North	8-5
Section 8.2: Arden Fair	8-49
Section 8.3: Central Business District	8-95
Section 8.4: Delta Shores	8-154
Section 8.5: Florin Corridor	8-155
9 References	9-1
10 Glossary	10-1

Appendices A-X

A: Existing Conditions Roadway Level of Service Analysis	A-1
B: Cultural Resources	B-1
C: Railroad Noise Model	C-1
D: General Plan Noise Measurement Locations	D-1
E: Traffic Noise Model	E-1
F: Hazardous Materials	F-1

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SPECIAL THANKS

City of Sacramento thanks the Sacramento City staff and Consultants for their contributions and involvement in making Sacramento a more livable community.

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SACRAMENTO 2035 GENERAL PLAN

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INTRODUCTION

1.1 Background Report Introduction

This chapter describes the purpose and organization of the General Plan and provides an overview of what a General Plan is, why it is prepared, and why it is important. This chapter also provides an overview of the purpose, organization, and format of the General Plan Background Report.

This chapter is divided into the following sections:

- What is a General Plan?
- Using the General Plan
- Planning Boundaries and Areas
- Purpose of the Background Report
- Format of the Background Report

1.2 What IS A GENERAL PLAN?

Every county and city in California is required by State law to prepare and maintain a planning document called a general plan. A general plan serves as the jurisdiction's "constitution" or "blueprint" for future decisions concerning land use and resource conservation. All specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the local jurisdiction's general plan.

A general plan has four defining features:

- **General.** As the name implies, a general plan provides general guidance for future land use, transportation, environmental, and resource decisions.
- **Comprehensive.** A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. The issues include land use, urban development, housing, transportation, public facilities and services, recreation, agriculture, biological resources, and many other topics.
- **Long-Range.** A general plan provides guidance on achieving a long-range vision of the future for a county or city. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The Sacramento General Plan looks out to the year 2040 (roughly 25 years in the future).

- **Integrated and Coherent.** The goals, policies, and implementation programs in a general plan present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, and public services (e.g., infrastructure). A general plan has a coherent set of policies and implementation programs that enables citizens to understand the vision of the general plan, and enables landowners, businesses, and industry to be more certain about how they will be implemented.

1.3 Using the General Plan

The General Plan is used by the City Council, Planning Commission, and City staff on a daily basis to make decisions with direct or indirect land use implications. It also provides a framework for inter-jurisdictional coordination of planning efforts among officials and staff of the City and other government agencies (e.g., Federal, State, and local). City residents, property owners, and businesses also use the General Plan for a particular geographic area or for a particular subject of interest to them.

The General Plan is the basis for a variety of regulatory mechanisms and administrative procedures. California planning law requires consistency between the General Plan and its implementation programs. Implementation programs and regulatory systems of the General Plan include zoning and subdivision ordinances, capital improvement programs, specific plans, environmental impact procedures, building and housing codes, and redevelopment plans.

Over time the city's population will change, its goals will be redefined, and the physical environment in which its residents live and work will be altered. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs.

The General Plan should be reviewed annually. A more comprehensive and thorough review and revision should be done every five or ten years to document changes in local conditions based on the new data. State law permits the General Plan to be amended up to four times in any calendar year, unless special conditions apply as defined by Government Code Sections 65358(c) and (d). Each amendment may contain more than one change to the General Plan.

The General Plan should be user-friendly. To this end, the General Plan is divided into two documents: the Background Report and the Goals and Policies Report. The Background Report is further divided into nine chapters, and the Goals and Policies Report is divided into four parts and nine sections so that information can be easily referenced by subject or issue.

The following paragraphs provide a summary of the two component documents that make up the City of Sacramento General Plan:

- **Background Report.** The Background Report takes a “snapshot” of Sacramento’s current (2012) trends and conditions. It provides a detailed description of a wide range of topics within the city, such as demographic and economic conditions, land use, public facilities, and environmental resources. The report provides decision-makers, the public, and local agencies with context for making policy decisions. Unlike the Goals and Policies Report, the Background Report is objective and policy-neutral. The Background Report also serves as a setting for the Environmental Impact Report prepared for the General Plan.
- **Goals and Policies Report.** This report is the essence of the General Plan. It contains the goals and policies that will guide future decisions within the city. It also identifies a full set of implementation programs that will ensure the goals and policies in the General Plan are carried out.

As part of the City of Sacramento General Plan Update, the City also prepared a **Master Environmental Impact Report (MEIR)**. The MEIR responds to the requirements of the California Environmental Quality Act (CEQA) as set forth in Public Resources Code (PRC) 21100 and 21157 and CEQA Guidelines Sections 15126, 15175, and 15176. The Planning Commission and City Council will use the MEIR during the General Plan Update process to understand the potential environmental implications associated with implementing the General Plan. The MEIR is not part of the General Plan; however, it is intended to streamline project-level CEQA review for subsequent projects that are consistent with the General Plan.

1.4 Planning Boundaries and City Limits

The General Plan uses several terms to describe the city and areas beyond, including the following:

- **City Limits.** The jurisdictional boundary of the city. The city limits includes the area within a city’s corporate boundary over which cities exercise land use authority and provide public services. State law requires cities to adopt a general plan that at a minimum addresses physical development within this boundary.
- **Sphere of Influence.** A sphere of influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCo). A SOI includes both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services.
- **Planning Area.** A general plan, pursuant to State law, must address all areas within the jurisdiction’s planning area. The planning area encompasses all incorporated and unincorporated territory that bears a relationship to the long-term planning of the jurisdiction. At minimum, a jurisdiction’s planning area should include all incorporated land within the city limits and all land within the city’s Sphere of Influence.

1.5 Purpose of the Background Report

The Background Report provides a “snapshot” in time of the city’s existing conditions. The Background Report presents the physical, social, and economic resource information required to support the preparation of the General Plan. The data and information in the Report are generally current as of 2012.

The Background Report serves as the foundation document upon which planning policies and programs will be formulated later in the General Plan update. The document is also used as the “environmental setting” section of the General Plan MEIR.

1.6 Format of the Background Report

Each topical section of each Background Report chapter includes the following:

- **Introduction.** The introduction provides a brief description of the issues covered in the section.
- **Existing Conditions.** This section describes existing conditions as of June 2009 for each resource or issue area. Supplemental information developed since that time is provided in some cases.
- **Regulatory Context.** Each section summarizes the laws and regulations pertaining to the topics identified. Federal, State, and local regulations are described, as applicable.
- **Findings.** Each section contains a brief summary of key findings. The findings present key facts and preliminary issues from the section. These findings serve as the basis for the identification of issues to be addressed in the Policy Document.

2 COMMUNITY DEVELOPMENT

The Community Development chapter describes existing development trends, regulatory frameworks, and economic conditions within the City of Sacramento General Plan Update Policy Area. This chapter includes the following sections: 1) land use conditions, including the geographic distribution of existing development and proposed land use; 2) relevant adopted policy document summaries; 3) existing urban form and community design; and 4) population, demographics, and economic conditions.

2.1 Land Use

Introduction

The Land Use section summarizes existing development trends and proposed land use within the General Plan Policy Area. The section describes existing planning boundaries (i.e., City Limits, Sphere of Influence, and Policy Area), historic annexations, and existing land use patterns. The section goes on to describe the distribution of land use designations in 10 community plan boundaries and 3 special study areas. The section concludes with a summary of Sacramento's zoning districts within the City Limits and a description of prime and important farmlands within and adjacent to the General Plan Policy Area.

Existing Conditions

Planning Boundaries

The City of Sacramento has three political boundaries: the City Limits, the Sphere of Influence (SOI), and the Policy Area. Figure 2-1 shows the City Limits, SOI, and Policy Area as of January 2012. The 2030 General Plan also defines 10 Community Plan Boundaries, 3 Special Study Area Boundaries, and nearly 70 Opportunity Areas. These planning boundaries are described as follows:

City Limits

Sacramento's City Limits includes all incorporated land within the legal jurisdiction of the City. This boundary encompasses approximately 99 square miles.

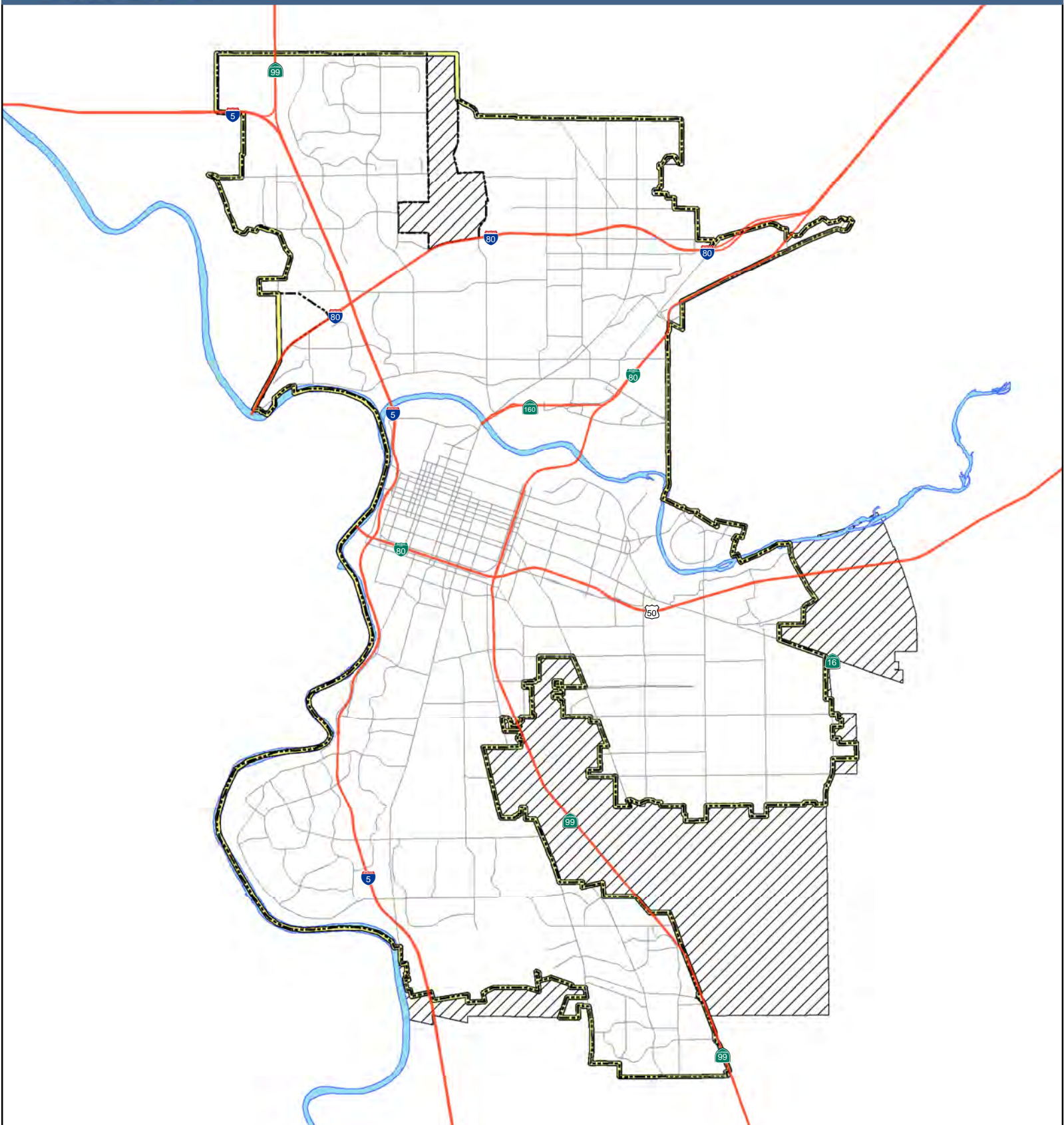
Policy Area

The approximately 102 square-mile Policy Area encompasses the City Limits and additional areas for which the General Plan will designate land use. These additional areas include the Panhandle Area, which is currently pending annexation, and the Camino Norte Area.

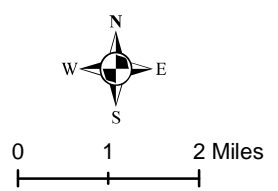
Sphere of Influence (SOI)

The SOI is a boundary line adopted by the Sacramento Local Agency Formation Commission (LAFCO) that describes the City's ultimate service area. The SOI is intended to coordinate and shape logical and orderly development. The current (2013) SOI is approximately 125 square miles, 23 square miles of which is outside the Policy Area.

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- Legend**
- Major Roads
 - Highways
 - Waterways
 - ▭ Policy Area
 - - - City Limits
 - ▨ Sphere of Influence (outside City Limits)



Data Source: City of Sacramento, 2012;

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Community Plan Boundaries

The City of Sacramento 2030 General Plan defines ten community plan boundaries that correspond to Community Plans contained in Part 3 of the 2030 General Plan. All land within the Policy Area is assigned to a community plan area, but several of the community plan areas extend beyond the Policy Area (i.e., North Natomas, Arden-Arcade, East Sacramento, Fruitridge/Broadway, and South Area). Development within these areas is governed by the 2030 Sacramento General Plan and the 2030 Sacramento County General Plan. Figure 2-2 shows the community plan boundaries as of January 2012.

Special Study Areas

Beyond the boundaries of the Policy Area, the 2030 General Plan defined three Special Study Areas that are adjacent to existing City Limits and are of interest to the City of Sacramento. Planning for the future of these unincorporated areas necessitates coordination by the City and County. In some cases, part or all of these areas may eventually be annexed by the City. Special Study Areas include Natomas Joint Vision Study Area, Arden Arcade Study Area, East Study Area, Fruitridge Florin Study Area, and the Town of Freeport Study Area. Figure 2-3 shows the Special Study Areas as of January 2012.

Opportunity Areas

The 2030 General Plan defines nearly 70 opportunity areas, or subareas of each community plan area, that have been identified for potential future infill, reuse, or redevelopment. Figure 2-4 shows the opportunity areas within the Policy Area. Each opportunity area is categorized into one of the five following types:

- **Neighborhoods.** Areas of the city that are primarily residential and contain a diversity of housing types, but may include other complementary community supportive uses such as schools, parks, community centers, and local-serving commercial centers.
- **Centers.** Places of focused mixed-use activity around which the city's neighborhoods revolve. They are areas where the synergy created by an aggregation of uses transforms an area into a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing.
- **Transit Centers.** Areas similar to centers with a focus on transit. They may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered on a transit station.
- **Corridors.** Dynamic boulevards and arterial streets that provide connections between centers, districts, and neighborhoods and include mixed-use development and residential uses in a walkable, transit-friendly setting.
- **New Growth Areas.** Identified greenfield areas adjacent to the city where new growth is dependent upon the availability of adequate water supplies, market forces, infrastructure financing and capacity, and timing.

Following adoption of the 2030 General Plan, the City used the opportunity areas to join its existing Shovel Ready Sites program (established in 2004/05) to the 2030 General Plan opportunity areas. The result was a two tier priority investment system that the City would use in the future to align programming guide criteria and CIP funding for new infrastructure projects (Resolution 2009-629). Using the opportunity areas and Shovel Ready Sites Program as a starting point, the City redefined

several areas of the city as potential Tier 1 or Tier 2 Priority Investment Areas. The City defined Tier 1 Areas as places the City would allocate funding to key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers. Chapter 8 of this background Report provides an overview of the Tier 1 and Tier 2 Priority Investment Areas and a detailed description of each Tier 1 Priority Investment Area.

Annexation History

In 1849, the newly incorporated City of Sacramento encompassed approximately 5 square miles. Since then, the City has annexed an additional 94 square miles, resulting in its current (2013) size of approximately 99 square miles. Table 2-1 provides a summary of the acreage and population annexed during various periods.

Table 2-1 Sacramento's Annexation History			
<i>Years</i>	<i>Acres</i>	<i>Square Miles</i>	<i>Population</i>
1849-1911	3,200	5.00	n/a
1911-1949	8,320	13.00	19,490
1950-1959	16,640	26.00	29,874
1960-1969	32,640	51.00	47,513
1970-1979	320	0.50	0
1980-1989	1,280	2.00	241
1990-1999	640	1.00	173
2000-2010	609	0.95	0
2010-2012	0	0.00	0
Total	63,649	99.45	97,291

Notes:

1. Population within areas annexed at the time of their annexation.
2. Numbers may not add to total due to rounding.

Source: City of Sacramento 2013.

The following sections summarize the major highlights of the City's annexation history from the City's founding through 2012.

1849 – 1949

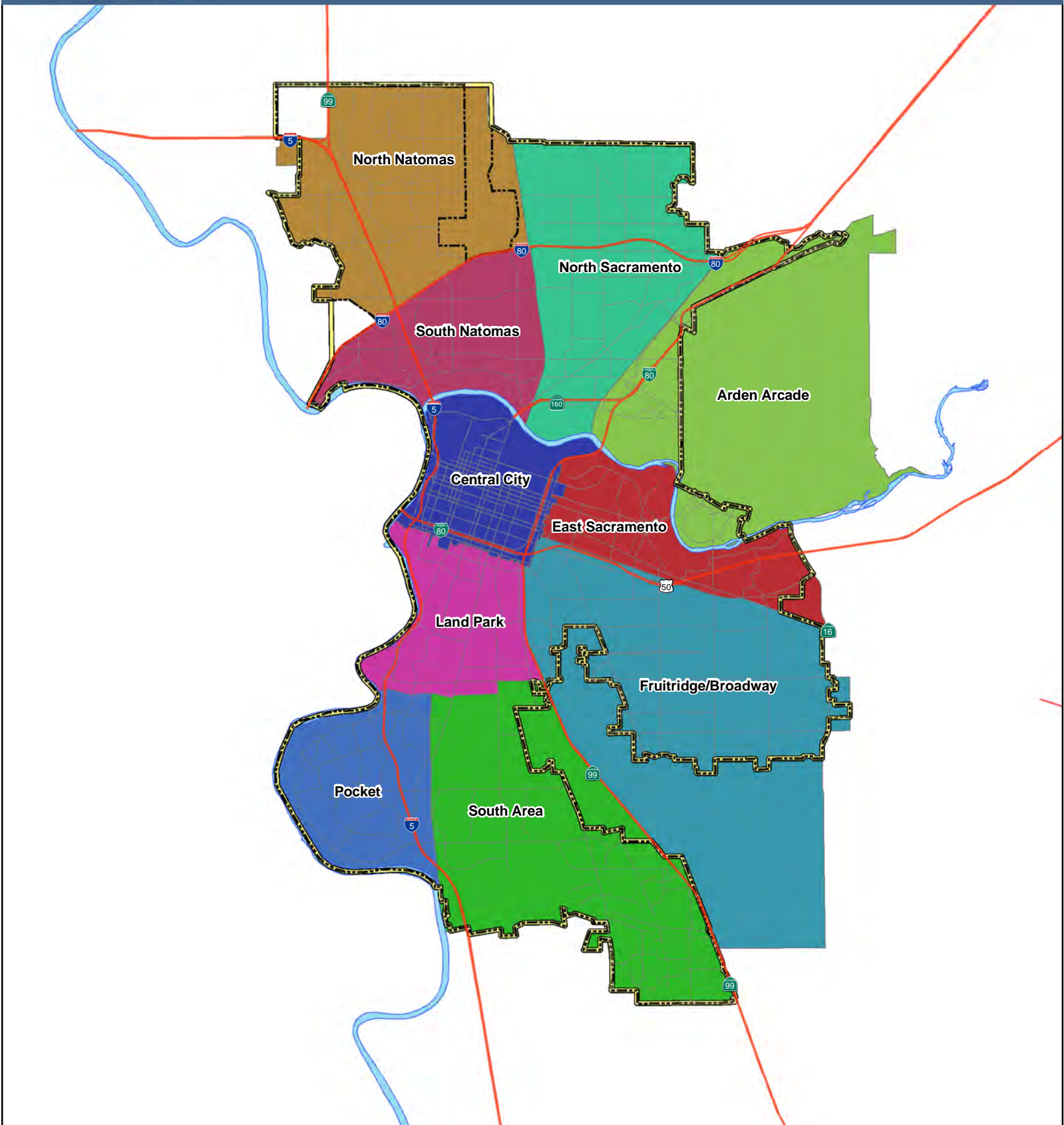
Sacramento's first century saw 18 square miles incorporated or annexed into the City. The size of the original City incorporation in 1849, which consisted of the land known as the Sutter Grant (Old City), was approximately five square miles. In 1911, the City experienced the largest single annexation when it incorporated ten square miles of land that included the eastern and southern Sacramento areas.

1950 – 1959

During the 1950s the City annexed 26 square miles, which included a population of roughly 29,870 people. The largest annexations during this period included the Riverside Area (7.7 square miles), Elder Creek (3.9 square miles) and Meadowview (3.0 square miles).

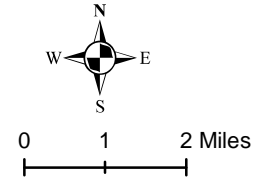
1960 – 1969

During the 1960s the City annexed more land than in any other decade to date; approximately 51 square miles. This included most notably four Natomas annexations (totaling 14 square miles), Gardenland/Robla/Del Paso Heights annexation (7.5 square miles), and the City of North Sacramento annexation (5.7 square miles).



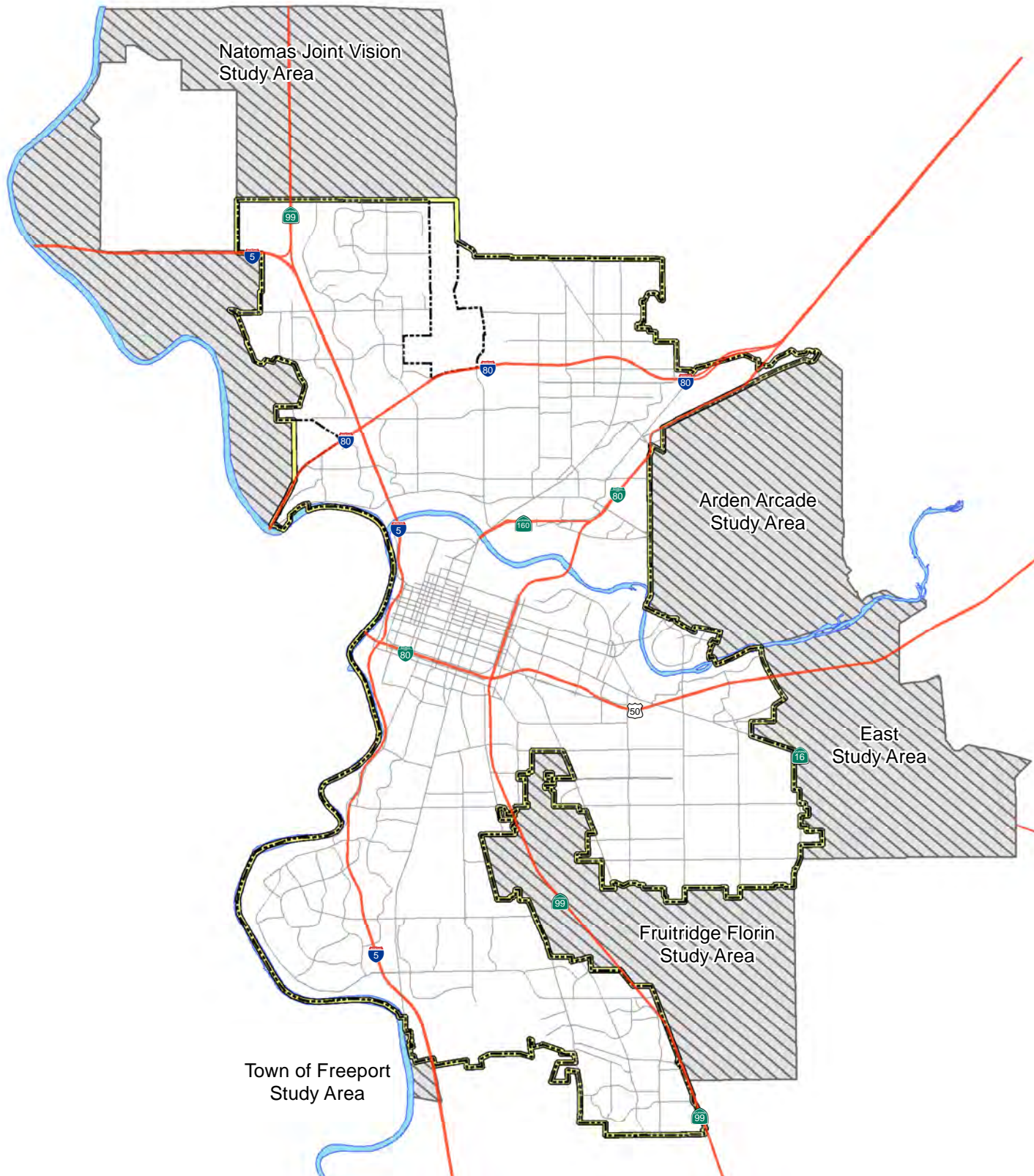
Legend

- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits



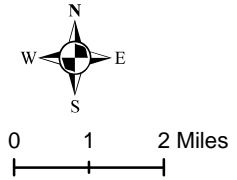
Data Source: City of Sacramento, 2012;

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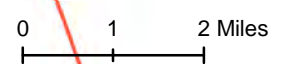
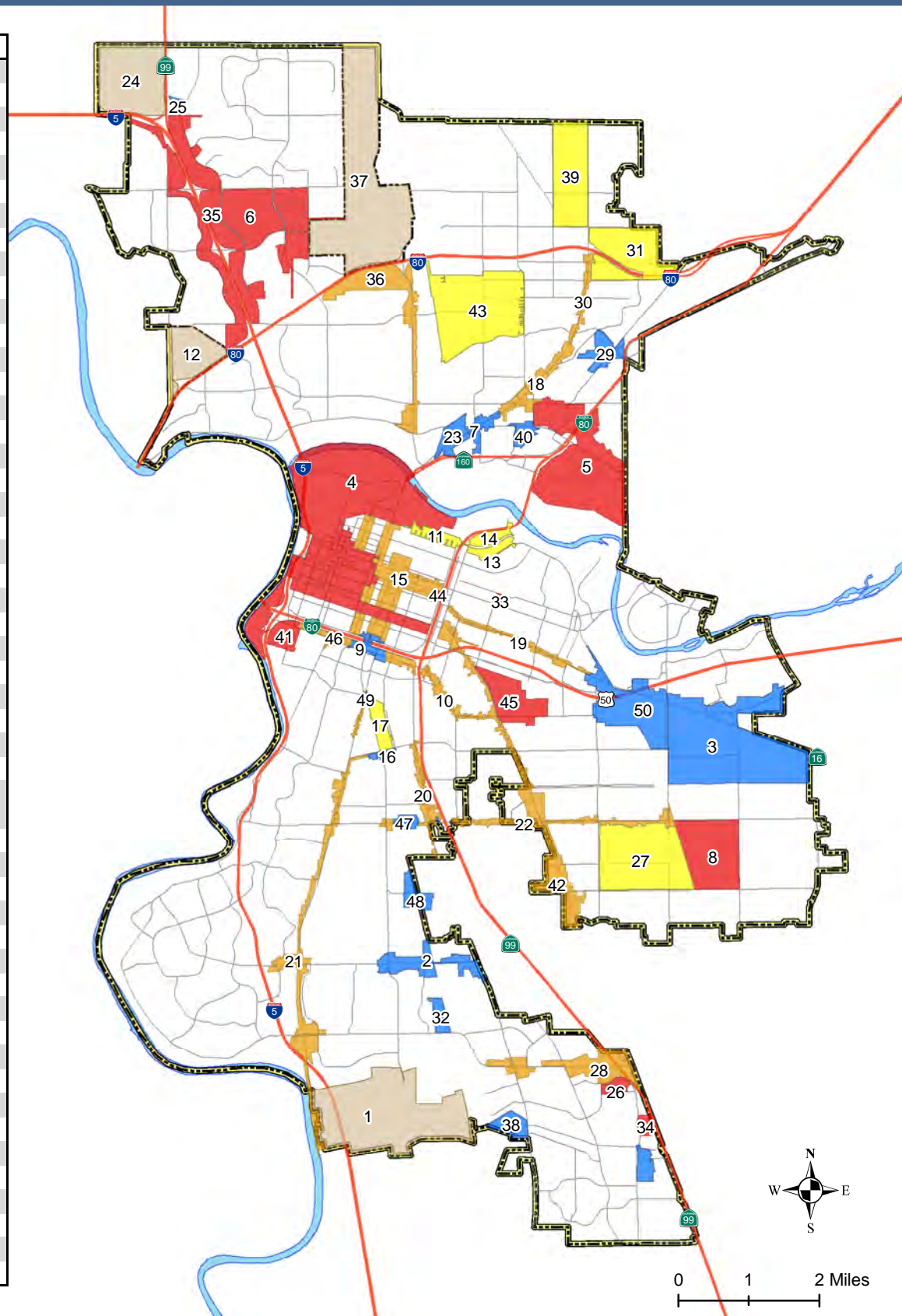
Legend

- Major Roads
- Highways
- Waterways
- ▭ Policy Area
- ▭ City Limits
- ▨ Special Study Areas



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Opportunity Area	
1	Delta Shores
2	Florin
3	Granite Park
4	CBD
5	Arden Fair
6	Arco Arena
7	Arden/Del Paso
8	Army Depot
9	Broadway
10	Broadway East
11	C Street
12	Camino Norte
13	Cannery
14	Centrage Village
15	Central City Corridors
16	City College
17	Curtis Park West
18	Del Paso
19	Folsom West
20	Franklin
21	Freeport
22	Fruitridge
23	Globe LRT
24	Greenbriar
25	HWY 99
26	Kaiser Med Center
27	Lemon Hill
28	Mack
29	Marconi
30	Marysville
31	McClellan Heights/Parker Homes
32	Meadowview
33	Mercy Med Center
34	Methodist Med Center
35	North Natomas EC
36	Northgate
37	Panhandle
38	Proposed South
39	Robla
40	Royal Oaks
41	Setzer Site
42	Stockton
43	Strawberry Manor
44	Sutter General
45	UCD Med Center
46	Broadway
47	Fruitridge
48	47th
49	4th Ave
50	65th North



Legend

- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits
- Opportunity Areas**
- Neighborhoods
- Centers
- Transit Center
- Corridors
- New Growth Areas



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1970 – 1979

The 1970s began a trend of a reduced number and acreage of annexations. During this decade the City completed eight annexations of approximately 0.5 square miles. The largest annexation was Belmar Reorganization (116 acres).

1980 – 1989

During the 1980s the City annexed a total of two square miles and 241 people into the city. The largest annexations of this decade were the Willowcreek Reorganization #1 (487 acres) and the Valley Jag AKT Reorganization (189 acres).

1990 – 1999

In the 1990s the City annexed approximately one square mile. The two largest annexations were the Consumnes River College Area (415 acres) and the Willowcreek Reorganization (65 acres).

2000 – 2010

The 21st century has seen some annexation activity. In 2004, the City completed the 14 acre Airgas annexation. The City also completed one detachment, the McClellan detachment, where the City gave up 18 acres of annexed property to the County after base conversion because an existing building straddled the City boundary. In January of 2008, the City completed the Greenbriar annexation adding 577 acres to the north western edge of the City Limits.

2010-2012

The City has not completed any annexations between 2010 and 2012.

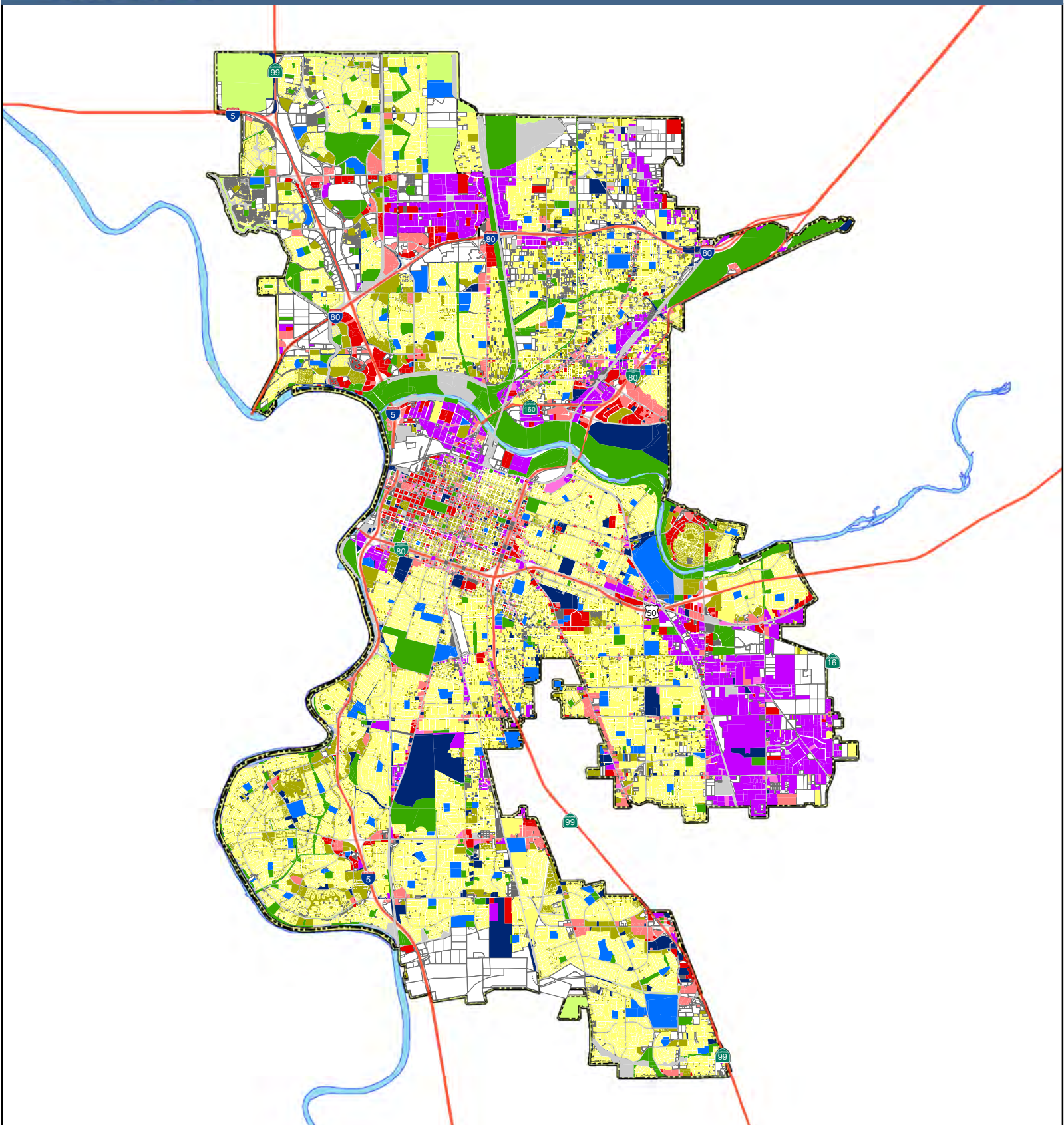
Existing Land Use

Figure 2-5 shows existing land use for the Sacramento General Plan Policy Area as of December, 2012 and Figure 2-6 shows existing vacant land within the city. Summaries of the existing land uses in this area were derived from four sources: the Sacramento County Assessor, City of Sacramento's GIS database and data, SACOG, and land use surveys conducted by City staff. Vacant land was identified by City staff using information obtained from the Sacramento County Assessor, 2011 Aerial Photos, Google Earth, and field surveys.

Policy Area and City Limits

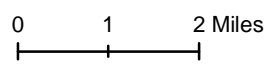
Tables 2-2 and 2-3 summarize existing land use within the City Limits, Community Plan Areas, and the Policy Area. Residential uses (i.e., single family and multifamily) account for 23,047 acres (35 percent) of the Policy Area. Approximately 4,337 acres (19 percent) of residential uses are multifamily, while the other 18,710 acres (81 percent) are single family. Employment generating uses (i.e., office, industrial, and commercial) account for 8,466 acres or about 13 percent of the Policy Area. Of the 8,466 acres of employment uses, 1,857 acres (22 percent) are office, 4,615 acres (55 percent) are industrial, and 1,994 acres (24 percent) are commercial. Together, parks and recreation and agriculture/open space uses account for 6,481 acres (10 percent) of the Policy Area. Educational uses make up 2,241 acres (3 percent) of the Policy Area, while public/quasi public uses account for 2,437 acres (4 percent) of the Policy Area. Together, parking and utilities/right-of-way uses account for 3,220 acres (5 percent) of the Policy Area. Vacant lands amount to 7,328 acres (11 percent) of the Policy Area.

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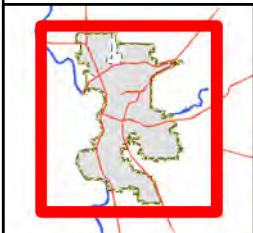
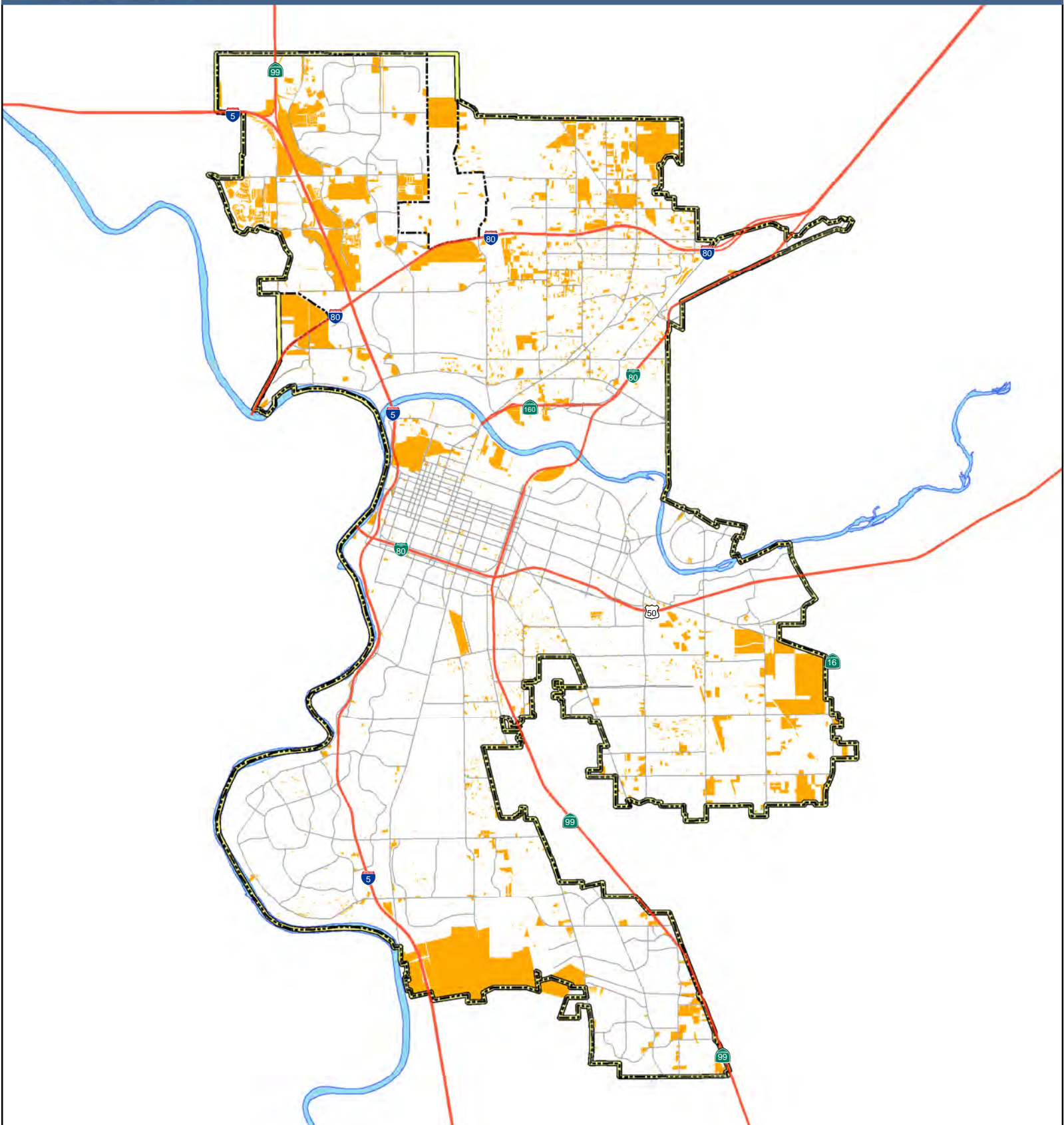
Legend

Highways	Multifamily Residential	Educational
Waterways	Commercial	Parks and Recreation
City Limits	Office	Utilities/Right of Way
Policy Area	Mixed Use	Parking
Single Family Residential	Industrial	Ag/OS
	Public/Quasi Public	Vacant



Data Source: City of Sacramento, 2012;

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Legend

- Major Roads
- Highways
- Waterways
- ▭ Policy Area
- ▭ City Limits
- ▭ Vacant Land

0 1 2 Miles

Data Source: City of Sacramento, 2012;

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Table 2-2 Established Boundaries: Existing Land Use				
<i>Existing Land Use</i>	<i>City Limits Acres</i>	<i>Percent of City Limits</i>	<i>Policy Area</i>	<i>Percent of Policy Area</i>
Single Family Residential	18,710	29%	18,710	29%
Multifamily Residential	4,337	7%	4,337	7%
Commercial	1,963	3%	1,994	3%
Office	1,721	3%	1,857	3%
Mixed Use	292	<1%	292	<1%
Industrial	4,035	6%	4,615	7%
Public/Quasi Public	2,436	4%	2,437	4%
Educational	2,165	3%	2,241	3%
Parks and Recreation	5,383	8%	5,393	8%
Utilities/Right-of-Way	2,750	4%	2,818	4%
Parking	396	1%	402	1%
Agriculture/Open Space	747	1%	1,088	2%
Vacant	6,852	11%	7,328	11%
Subtotal	51,785	81%	53,511	82%
<i>Other Land¹</i>	11,992	19%	12,056	18%
Total Area²	63,777	100%	65,567	100%

Notes:

1. Other land includes non-parcel areas and waterways.
 2. Numbers may not add to total due to rounding.
- Source: Sacramento GIS Database, December, 2012.

Community Plan Areas

Table 2-3 summarizes the existing land use acreages within the ten community plan areas for the land within the Policy Area boundary.

2030 General Plan Land Use Designations

Table 2-4 summarizes the distribution of land use designations included the 2030 Sacramento General Plan Land Use and Urban Form Diagram. These designations are shown in Figure 2-7. Only about 232 acres (<1 percent) of designated land are Rural Residential. Residential neighborhoods (i.e., Suburban Neighborhood Low/Medium/High, Traditional Neighborhood Low/Medium/High, and Urban Neighborhood Low/Medium/High) account for 33,425 acres, or 51 percent of total designated land. Of the three neighborhood types, Suburban is the most common. Suburban neighborhoods account for 22,528 acres, which makes up over two thirds (67 percent) of all Neighborhood designations. Traditional Neighborhoods make up 10,636 acres (32 percent of neighborhoods) and Urban Neighborhoods account for 261 acres (1 percent of neighborhoods).

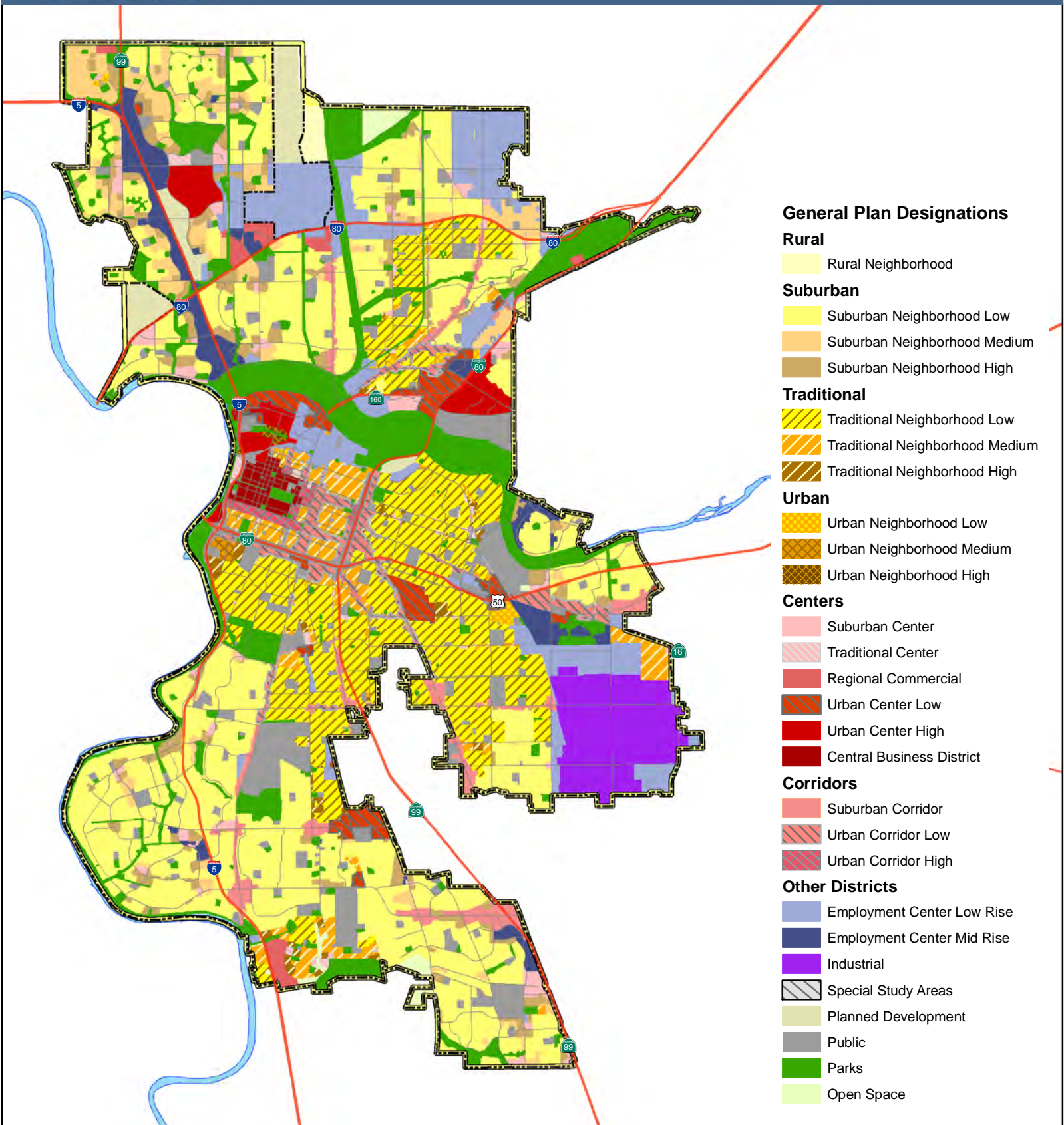
Center designations (i.e., Suburban Center, Traditional Center, Regional Commercial, Urban Center Low, Urban Center High, and Central Business District) account for 4,658 acres, or 7 percent of designated land. Urban Center Low and Urban Center High account for 1,334 and 1,099 acres, respectively. Together, they make up 52 percent of center designations. Corridor designations (i.e., Suburban Corridor, Urban Corridor Low Density, Urban Corridor High Density) account for 3,111 acres, or 5 percent of designated land.

Table 2-3 Community Plan Area Existing Land Use

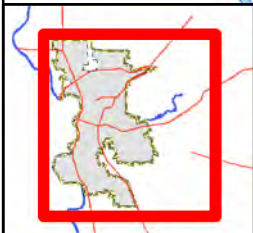
<i>Existing Land Use</i>	<i>Arden Arcade</i>	<i>Central City</i>	<i>East Sacramento</i>	<i>Fruitridge/Broadway</i>	<i>Land Park</i>	<i>North Natomas</i>	<i>North Sacramento</i>	<i>Pocket</i>	<i>South Area</i>	<i>South Natomas</i>	<i>Total Area</i>
Agriculture/Open Space	0	0	0	0	8	974	21	5	80	0	1,088
Commercial	218	216	136	288	100	320	175	76	332	134	1,994
Educational	26	26	342	268	197	240	243	126	591	183	2,241
Industrial	170	421	169	2,235	108	682	643	8	153	26	4,615
Mixed Use	9	74	53	77	17	1	33	0	22	3	292
Multifamily Residential	259	391	274	457	275	446	451	769	496	517	4,337
Office	225	382	126	239	45	247	133	47	147	268	1,857
Parking	9	126	27	59	25	19	42	8	57	29	402
Parks and Recreation	1,155	322	276	239	335	791	823	252	466	733	5,393
Public/Quasi Public	381	109	124	317	103	60	228	83	963	70	2,437
Single Family Residential	361	240	1,616	2,631	1,727	2,021	2,583	2,248	3,907	1,377	18,710
Utilities/Right-of-Way	47	246	135	286	143	606	561	166	317	312	2,818
Vacant	47	381	63	1,208	112	2,027	1,336	34	1,647	444	7,328
Subtotal	2,907	2,934	3,341	8,304	3,195	8,434	7,272	3,822	9,178	4,096	53,483
<i>Other Land²</i>	<i>690</i>	<i>1,455</i>	<i>908</i>	<i>1,477</i>	<i>959</i>	<i>1,408</i>	<i>1,410</i>	<i>1,207</i>	<i>1,648</i>	<i>916</i>	<i>12,078</i>
Total Area⁴	3,597	4,389	4,249	9,781	4,154	9,842	8,682	5,029	10,826	5,012	65,567

Notes:

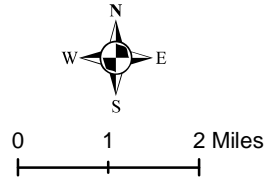
1. Other land includes non-parcel areas and waterways.
 2. Numbers may not add to total due to rounding.
 3. Numbers only reflect existing land use of Community Plan Areas within the Policy Area.
- Source: City of Sacramento GIS Database, December, 2012.



- General Plan Designations**
- Rural**
 - Rural Neighborhood
 - Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
 - Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
 - Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
 - Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
 - Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
 - Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space



- Legend**
- Major Roads
 - Highways
 - Waterways
 - Policy Area
 - City Limits



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Other districts (i.e., Employment Center Low Rise, Employment Center Mid Rise, Industrial, Planned Development, Public/Quasi-Public, Parks and Recreation, and Open Space) account for 23,656 acres, or 36 percent of designated land. Together, Parks and Recreation and Open Space account for 8,554 acres, or 13 percent of designated land. Industrial uses make up 2,365 acres, or 4 percent of designated land, while Public/Quasi-Public account for 4,716 acres, or 7 percent of designated land. In all, the Policy Area covers about 65,567 acres, 62,082 acres of which are designated for development. The remaining 3,127 acres of non-designated lands consist of waterways, streets, and other non-developable land types.

<i>Designation</i>	<i>Acres</i>	<i>Percent</i>	<i>Vacant Acres</i>	<i>Percent Vacant</i>
Rural Residential	232	<1%	23	10%
Suburban Neighborhood Low Density	18,036	28%	746	4%
Suburban Neighborhood Medium Density	2,388	4%	399	17%
Suburban Neighborhood High Density	2,104	3%	306	15%
Traditional Neighborhood Low Density	8,391	13%	446	5%
Traditional Neighborhood Medium Density	1,886	3%	602	32%
Traditional Neighborhood High Density	359	1%	130	36%
Urban Neighborhood Low Density	148	<1%	20	14%
Urban Neighborhood Medium Density	62	<1%	2	3%
Urban Neighborhood High Density	51	<1%	47	92%
Suburban Center	1,001	2%	238	24%
Traditional Center	323	<1%	79	24%
Regional Commercial	482	1%	223	46%
Urban Center Low	1,334	2%	84	6%
Urban Center High	1,099	2%	322	29%
Central Business District	419	1%	3	1%
Suburban Corridor	1,461	2%	118	8%
Urban Corridor Low	1,421	2%	52	4%
Urban Corridor High	229	<1%	4	2%
Employment Center Low Rise	4,908	7%	999	20%
Employment Center Mid Rise	1,890	3%	561	30%
Industrial	2,365	4%	366	15%
Planned Development	1,223	2%	540	44%
Public/Quasi-Public	4,716	7%	130	3%
Parks and Recreation	8,120	12%	636	8%
Open Space	434	1%	160	37%
Subtotal	65,082	100%	7,239	11%
<i>Other (Non Designated) ¹</i>	<i>485</i>	<i><1%</i>	<i>0</i>	<i>0%</i>
Total	65,567	100%	7,239	11%

Notes:

1. Other land includes non-parcel areas, rights-of-ways, and waterways.

Source: City of Sacramento GIS Database, December, 2012.

Vacant designated land amounts to 7,239 acres, or 11 percent, of the total designated land within the Policy Area. There are 2,698 vacant acres within residential neighborhoods (8 percent). Low density neighborhoods (i.e., Suburban Neighborhood Low, Traditional Neighborhood Low, and Urban Neighborhood Low) have a relatively low percentage of vacant acres (4 percent) compared to the other neighborhood designations (22 percent). About 92 percent of Urban Neighborhood High Density land is vacant. There are 949 vacant acres within center designations (20 percent). About 46 percent of lands designated as Regional Commercial are vacant. There are 174 vacant acres within corridors (5 percent). There are 3,392 vacant acres within other districts (14 percent). The Employment Center Low Rise designation contains 999 acres of vacant land (20 percent), the most acres of any designation.

Existing Zoning

Table 2-5 summarizes existing zoning by base zoning district as amended through 2012 in the incorporated City of Sacramento, including vacant land. Figure 2-8 shows existing zoning within the city. The City Zoning Code, updated as of 2012, includes 16 residential zones. Residentially-zoned land (RE, R-1, R-1A, R-1B, R-2, R-2A, R-2B, R-3, R-3A, R-4, R-4A, R-5, RCMU, RMU, RO, and RMX) accounts for 32,147 acres, or 61 percent of all zoned lands. R-1 is the largest base zone in the city with 22,581 acres. This represents 70 percent of residentially zoned land and 43 percent of all zoned land.

Commercial/office zones (C-1, C-2, C-3, C-4, EC, HC, OB, ORMU, and SC) account for 6,140 acres, or 12 percent of zoned land. General Commercial (C-2) accounts for 2,895 acres and 47 percent of all commercial/office zones. Industrial zones (M-1, M-1S, M-2, M-2S, MIP, MRD, and MRD-20) account for 6,389 acres, or 12 percent of zoned land. Heavy industrial lands (M-2 and M-2S) make up 47 percent (3,019 acres) of industrial zones. Other zones (A, A-OS, F, ARP-F, H, SPX, and TC) account for 7,927 acres, or 15 percent of zoned lands. About 52,602 acres of the 63,777 acres of land within the City Limits has specific zoning. There are about 11,175 acres of right-of-ways, waterways, and other non developed, or un-zoned lands.

On April 9, 2013 the Sacramento City Council added two new office business zones (i.e., Office Business Mid-Rise Mixed-Use Zone (OB-2), Office Business High-Rise Mixed-Use Zone (OB-3)) to allow increased height and density in urban neighborhoods, centers, and corridors. The revised Zoning Code will not go into effect until September 30, 2013. No parcel in the City will be designated as an office business zone until an applicant makes a formal request from the City Council to rezone.

There are 2,846 vacant acres within residentially zoned land (9 percent). The Single Family Alternative (R-1A) zone is 26 percent vacant and has the most vacant acres (1,139) of all the residential zones. All 70 acres of the Residential/Commercial Mixed Use zone are vacant. There are 1,423 vacant acres within commercial/office zones (23 percent). The Employment Center (EC) zone is 57 percent vacant and has the most vacant acres (777) of all the commercial/office zones. There are 1,593 vacant acres within industrial zones (25 percent). The Heavy Industrial (M-2S) zone has the most acres of vacant land (549), but the Manufacturing, Research, and Development (MRD-20) zone has the highest percentage of vacant land (88 percent). There are 924 acres of vacant land in other zones (11 percent).

Table 2-5 Base Zoning					
Zone	Category	Acres	Percent	Vacant Acres	Percent Vacant
Rural Estates	RE	5	<1%	1	22%
Rural Estates	RE-1/0.5	1	<1%	0	0%
Rural Estates	RE-1/1	112	<1%	12	11%
Rural Estates	RE-1/2	11	<1%	0	0%
Standard Single Family	R-1	22,581	43%	884	4%
Single Family Alternative	R-1A	4,439	8%	1139	26%
Single Family or Two Family	R-1B	186	<1%	2	1%
Two Family	R-2	194	<1%	4	2%
Multifamily	R-2A	707	1%	100	14%
Multifamily	R-2B	1,058	2%	184	17%
Multifamily	R-3	1,352	3%	221	16%
Multifamily	R-3A	380	1%	18	5%
Multifamily	R-4	282	1%	51	18%
Multifamily	R-4A	11	<1%	10	90%
Multifamily	R-5	135	<1%	5	4%
Residential/Commercial Mixed Use	RCMU	70	<1%	70	100%
Residential Mixed Use	RMU	53	<1%	52	98%
Residential-Office	RO	62	<1%	6	10%
Residential Mixed Use	RMX	508	1%	87	17%
Limited Commercial	C-1	211	<1%	47	22%
General Commercial	C-2	2,895	6%	447	15%
Central Business District-Special Planning District	C-3	197	<1%	3	2%
Heavy Commercial	C-4	267	1%	29	11%
Employment Center	EC-30	52	<1%	0	0%
Employment Center	EC-40	162	<1%	52	32%
Employment Center	EC-50	377	1%	285	75%
Employment Center	EC-65	131	<1%	54	42%
Employment Center	EC-80	55	<1%	49	89%
Highway Commercial	HC	78	<1%	45	59%
Office Building	OB	947	2%	139	15%
Office Business Mid-Rise Mixed-Use Zone	OB-2	0	0%	0	0%
Office Business High-Rise Mixed-Use Zone	OB-3	0	0%	0	0%
Office/Residential Use	ORMU	21	<1%	21	100%
Shopping Center	SC	747	1%	252	34%
Light Industrial	M-1	1,522	3%	469	31%
Light Industrial	M-1S	1,734	3%	381	22%
Heavy Industrial	M-2	812	2%	147	18%
Heavy Industrial	M-2S	2,207	4%	549	25%
Manufacturing-Industrial Park	MIP	58	<1%	0	0%
Manufacturing, Research, and Development	MRD	2	<1%	0	0%
Manufacturing, Research, and Development	MRD-20	54	<1%	47	88%

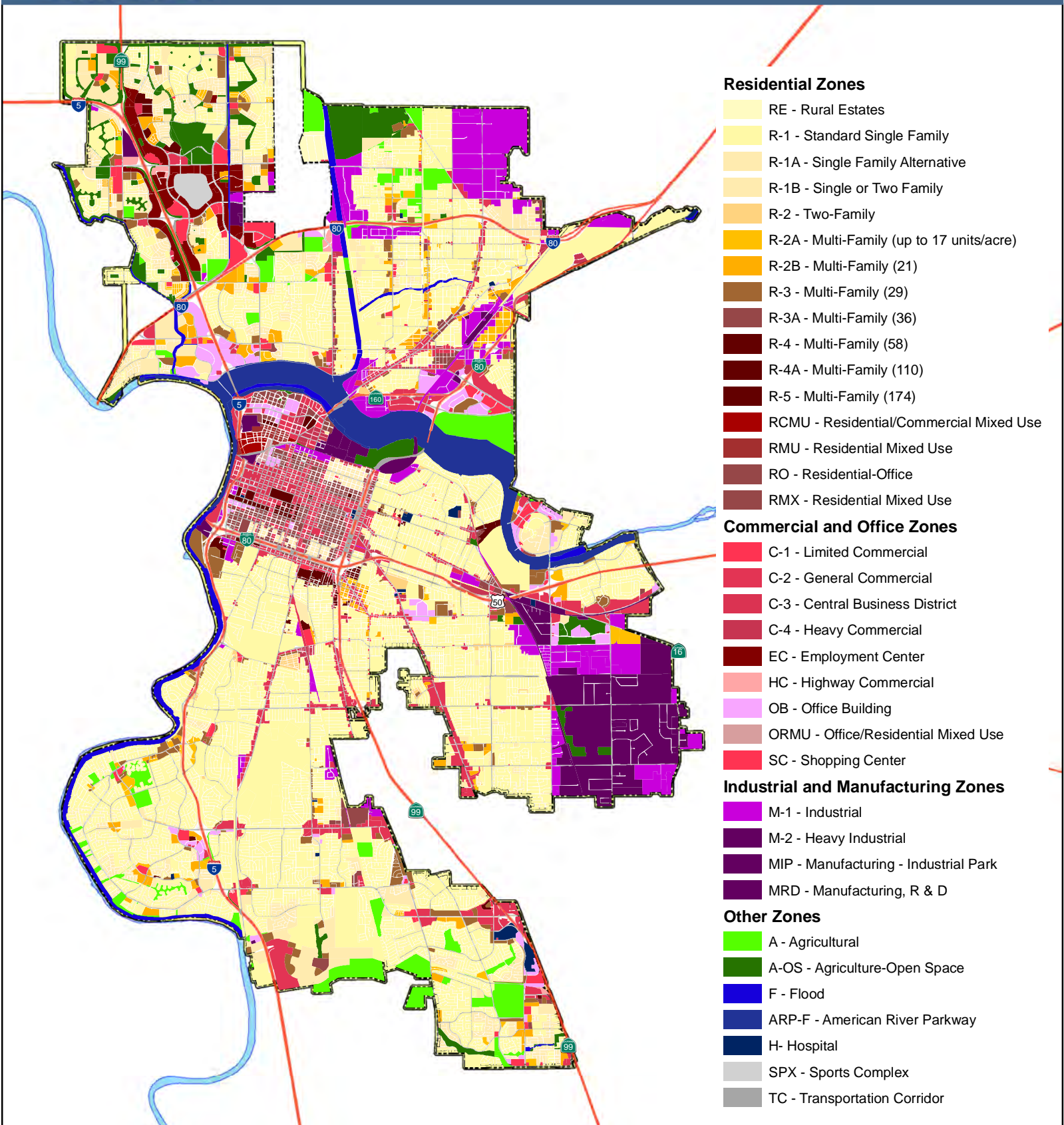
Agriculture	A	2,072	4%	453	22%
Agriculture-Open Space	A-OS	2,189	4%	330	15%
Flood	F	1,063	2%	9	1%
American River Parkway	ARP-F	2,142	4%	0	0%
Hospital	H	153	<1%	5	3%
Sports Complex	SPX	184	<1%	101	55%
Transportation Corridor	TC	124	<1%	26	21%
Total Zoned Land		52,602	100%	6,788	13%
<i>Other Lands</i> ¹		11,175	18%	64	<1%
City Limits ²		63,777	100%	6852	100%

Notes:

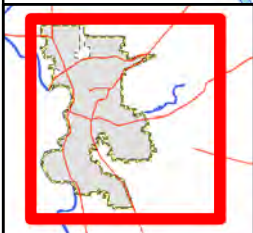
1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

Source: City of Sacramento GIS Database, December 2012.



- Residential Zones**
- RE - Rural Estates
 - R-1 - Standard Single Family
 - R-1A - Single Family Alternative
 - R-1B - Single or Two Family
 - R-2 - Two-Family
 - R-2A - Multi-Family (up to 17 units/acre)
 - R-2B - Multi-Family (21)
 - R-3 - Multi-Family (29)
 - R-3A - Multi-Family (36)
 - R-4 - Multi-Family (58)
 - R-4A - Multi-Family (110)
 - R-5 - Multi-Family (174)
 - RCMU - Residential/Commercial Mixed Use
 - RMU - Residential Mixed Use
 - RO - Residential-Office
 - RMX - Residential Mixed Use
- Commercial and Office Zones**
- C-1 - Limited Commercial
 - C-2 - General Commercial
 - C-3 - Central Business District
 - C-4 - Heavy Commercial
 - EC - Employment Center
 - HC - Highway Commercial
 - OB - Office Building
 - ORMU - Office/Residential Mixed Use
 - SC - Shopping Center
- Industrial and Manufacturing Zones**
- M-1 - Industrial
 - M-2 - Heavy Industrial
 - MIP - Manufacturing - Industrial Park
 - MRD - Manufacturing, R & D
- Other Zones**
- A - Agricultural
 - A-OS - Agriculture-Open Space
 - F - Flood
 - ARP-F - American River Parkway
 - H - Hospital
 - SPX - Sports Complex
 - TC - Transportation Corridor



- Legend**
- Major Roads
 - Highways
 - Waterways
 - Policy Area
 - City Limits

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Overlay Zones

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The overlay zones contained in the Zoning Ordinance are described in Table 2-6.

Table 2-6 Overlay Zoning		
<i>Overlay Zone</i>	<i>Category</i>	<i>Acres</i>
Ascot Avenue	AOL	28
Building Conservation	BC	4
Executive Airport-Approach Zone 1	EA-1	151
Executive Airport-Approach Zone 2	EA-2	285
Executive Airport-Approach Zone 3	EA-3	163
Executive Airport-Approach Zone 4	EA-4	2,629
Floodway Fringe	F	10
Floodway Fringe	FF	33
Labor Intensive	LI	163
Midtown Commercial	MC	18
Neighborhood Corridor	NC	57
American River Parkway	PC	1,177
Solid Waste Restricted	SWR	1,182
Toxic	T	1
Transit	TO	168
Urban Neighborhood	UN	21
Experimental Housing	XH	0
With Conditions	(WC)	8
Review	R	3,481
Review With Conditions	R-(WC)	30
Planned Unit Development ¹	PUD	10,609
Special Planning Districts	SPD	2,808
Overlay Zones Total ²		21,763

Notes:

1. See Table 2-1.22 for specific Special Planning Districts.

2. Numbers may not add to total because there are areas that have multiple, overlapping overlay zones.

Source: City of Sacramento GIS Database, 2012.

Special Planning District (SPD) Overlay. Special Planning Districts are areas that have been determined to be in need of general physical and economic improvement or have special environmental features that land use, zoning and other regulations cannot adequately address. Property with an SPD overlay are subject to the requirements set forth in the SPD Ordinance adopted specifically for the area and the SPD section of the zoning ordinance. Table 2-7 shows the acreage of each Special Planning District.

<i>Overlay Zone</i>	<i>Acres</i>
Alhambra Corridor	371
Alhambra Corridor/R Street Corridor	14
Army Depot	492
Broadway/Stockton	278
Central Business District	170
Del Paso Boulevard	79
Del Paso Nuevo	118
Del Paso/Arden Way	30
McClellan Heights/Parker Homes	313
Northgate Boulevard	83
R Street Corridor	188
River District	567
Sacramento Railyards	177
SPDs TOTAL¹	2,880

Notes:

1. Numbers may not add to total due to rounding.

Source: City of Sacramento GIS Database, December, 2012.

Farmland

Table 2-8 describes important farmland in the Policy Area and City Limits as defined by the California Department of Conservation. Eight farmland types can be found in the Policy Area as defined in the following section and shown in Figure 2-9. As Table 2-8 shows, 53,745 acres (83 percent) of the City of Sacramento’s Policy Area has been developed (urban and built up). For prime farmland, the Policy Area includes about 1,175 acres (2 percent) and the City Limits includes 935 acres (1 percent) (see Figure 2-9).

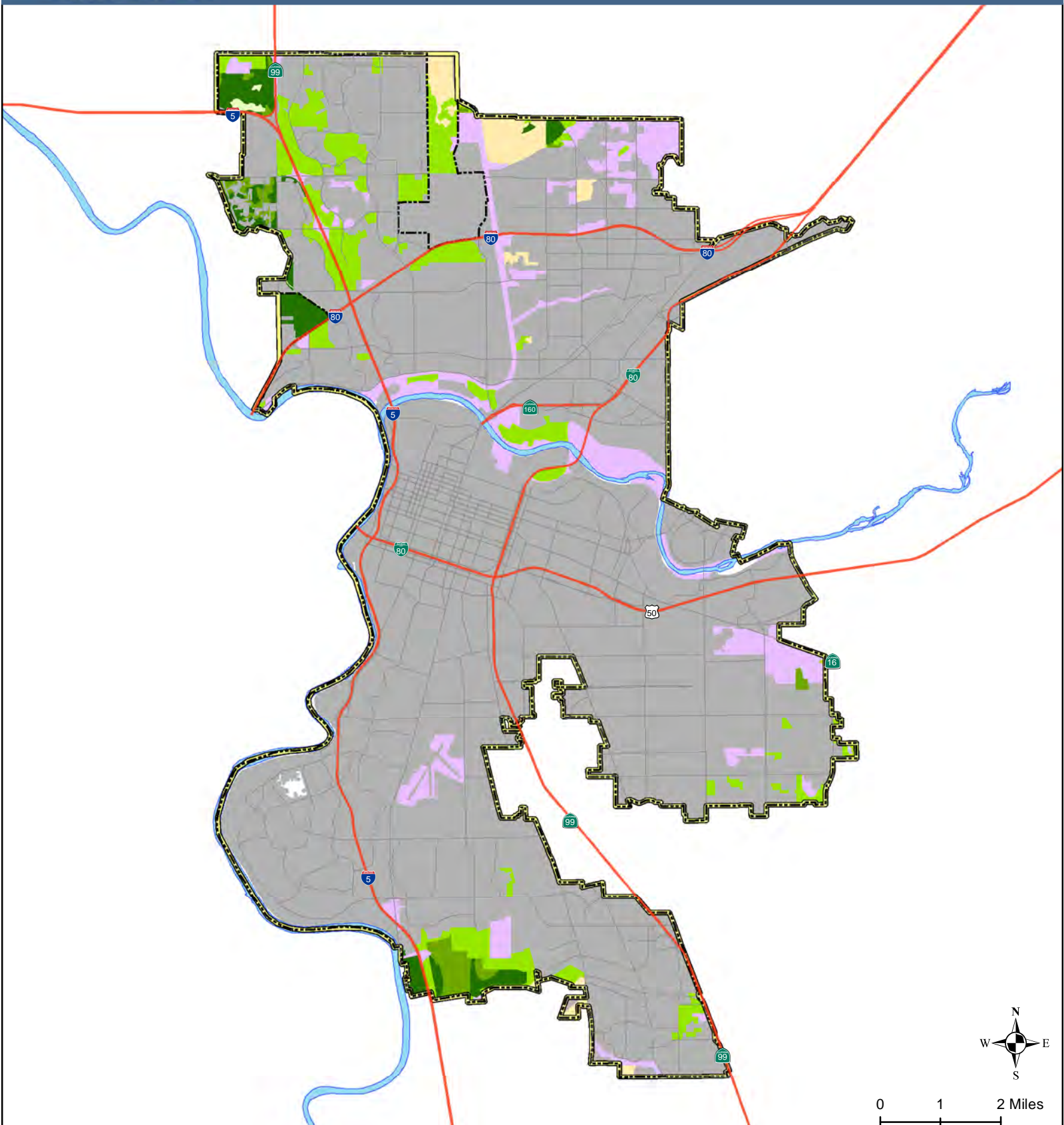
<i>Land Type</i>	<i>City</i>	<i>Percent</i>	<i>Policy</i>	<i>Percent</i>
Prime	935	1%	1,175	2%
State importance	575	1%	577	1%
Unique	66	0%	67	0%
Local importance	3,234	5%	3,575	6%
Grazing	675	1%	929	1%
Urban and built up	52,771	84%	53,745	83%
Other	4,278	7%	4,301	7%
Total²	62,535	100%	64,369	100%

Notes:

1. This information is only for the Policy Area, it does not include important farmland in Sutter or Yolo Counties.

2. Numbers may not add to total due to rounding.

Source: California Department of Conservation, Division of Land Resource Protection, February, 2013



Legend

Major Roads	Policy Area	Prime Farmland	Grazing Land
Highways	City Limits	Farmland of Statewide Importance	Other Land
Waterways		Farmland of Local Importance	Urban and Built-Up Land
		Unique Farmland	



Data Source: City of Sacramento, 2012; Department of Conservation 2013

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Williamson Act Contract Lands

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, authorizes local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. These contracts severely limit the amount of development that can take place on the parcels. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The State estimates the Williamson Act saves agricultural landowners from 20 to 75 percent in their annual property taxes. There are three parcels in the Planning Area that are subject to the Williamson Act totaling 185 acres (see Figure 2-10).

Conserved Lands

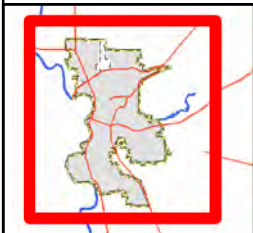
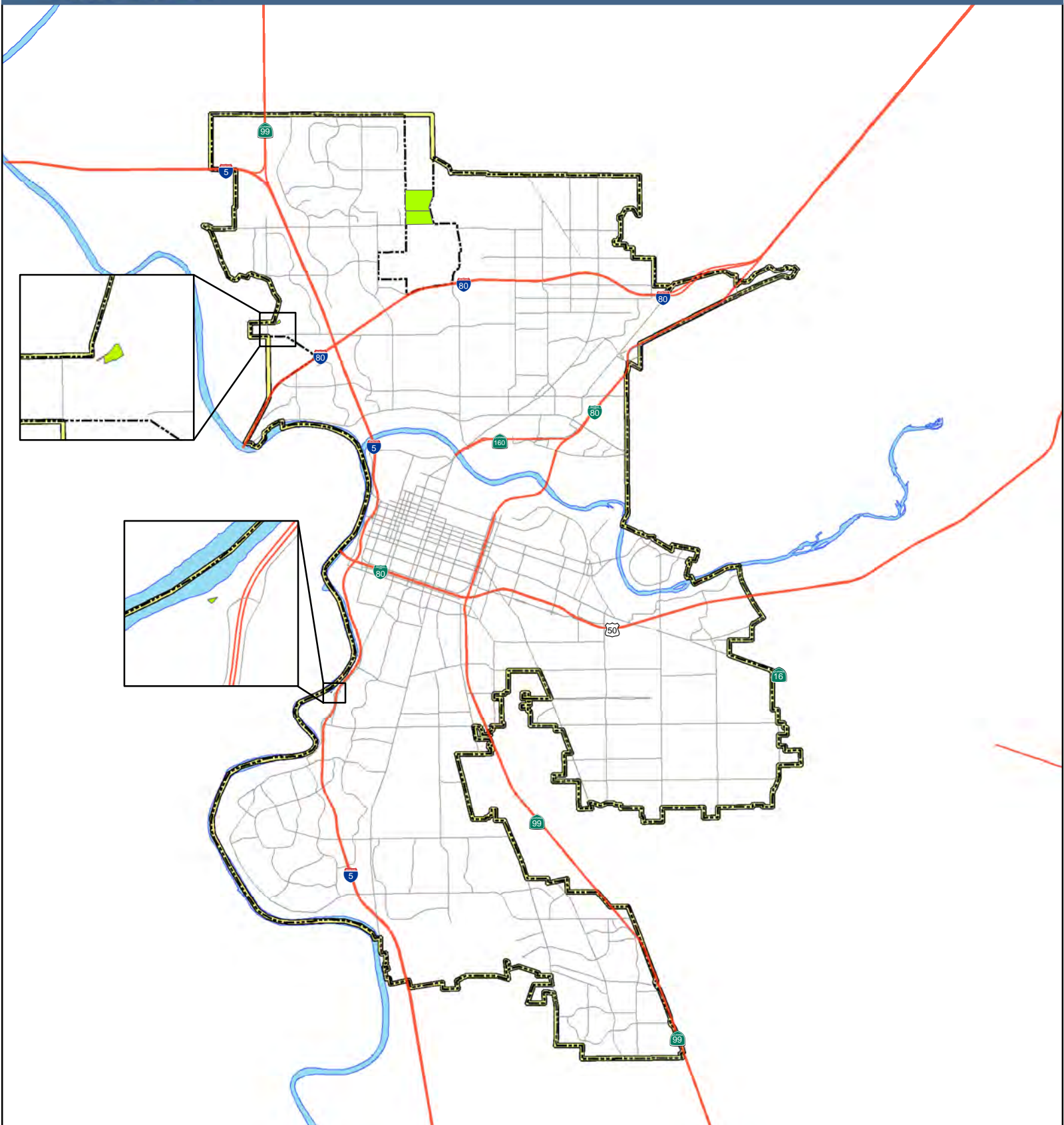
Conserved lands are owned by the Natomas Basin Conservancy, and are located solely in the North Natomas area, as shown in Figure 2-11. None of these parcels are within the Policy Area.

Findings

- The Policy Area is 102 square miles and includes land in the City of Sacramento and Sacramento County. The Sphere of Influence is approximately 125 square miles, 23 square miles of which is outside the Policy Area.
- The City of Sacramento 2030 General Plan defines ten community plan boundaries that correspond to Community Plans contained in Part 3 of the 2030 General Plan. All land within the Policy Area is assigned to a community plan area, but several of the community plan areas extend beyond the Policy Area (i.e., North Natomas, Arden-Arcade, East Sacramento, Fruitridge/Broadway, and South Area).
- The 2030 General Plan defines nearly 70 opportunity areas, or subareas of each community plan area, that have been identified for potential future infill, reuse, or redevelopment.
- The City has grown by over 94 square miles since it incorporated in 1849.
- The City annexed over half (32,693 acres) of its current size of 63,777 acres between 1960 and 1969, the largest of any decade.
- Residential uses (i.e., single family and multifamily) account for 23,047 acres (23 percent of the Policy Area). Approximately 4,337 acres (19 percent) of residential uses are multifamily, while the other 18,710 acres (81 percent) are single family.
- Employment uses (i.e., office, industrial, and commercial) account for 8,466 acres or about 13 percent of the Policy Area. Of the 8,466 acres of employment uses, 1,857 acres (22 percent) are office, 4,615 acres (55 percent) are industrial, and 1,994 acres (24 percent) are commercial.
- Vacant lands amount to 7,328 acres (11 percent) of the Policy Area.
- Residential neighborhood designations (i.e., Suburban Neighborhood Low/Medium/High, Traditional Neighborhood Low/Medium/High, and Urban Neighborhood Low/Medium/High) account for 33,425 acres, or 51 percent of total designated land.
- Center designations (i.e., Suburban Center, Traditional Center, Regional Commercial, Urban Center Low, Urban Center High, and Central Business District) account for 4,658 acres, or 7 percent of designated land. Urban Center Low and Urban Center

High account for 1,334 and 1,099 acres, respectively. Together, they make up 52 percent of center designations.

- Other districts (i.e., Employment Center Low Rise, Employment Center Mid Rise, Industrial, Planned Development, Public/Quasi-Public, Parks and Recreation, and Open Space) account for 23,656 acres, or 36 percent of designated land.
- There are 2,698 vacant acres within residential neighborhood designations (8 percent). Low density neighborhoods (i.e., Suburban Neighborhood Low, Traditional Neighborhood Low, and Urban Neighborhood Low) have a relatively low percentage of vacant acres (4 percent) compared to the other neighborhood designations (22 percent).
- Residentially-zoned land (RE, R-1, R-1A, R-1B, R-2, R-2A, R-2B, R-3, R-3A, R-4, R-4A, R-5, RCMU, RMU, RO, and RMX) accounts for 32,147 acres, or 61 percent of all zoned lands. R-1 is the largest base zone in the city with 22,581 acres. This represents 70 percent of residentially zoned land and 43 percent of all zoned land.
- Commercial/office zones (C-1, C-2, C-3, C-4, EC, HC, OB, ORMU, and SC) account for 6,172 acres, or 12 percent of zoned land. General Commercial (C-2) accounts for 2,895 acres and 47 percent of all commercial/office zones.
- Industrial zones (M-1, M-1S, M-2, M-2S, MIP, MRD, and MRD-20) account for 6,389 acres, or 12 percent of zoned land. Heavy industrial lands (M-2 and M-2S) make up 47 percent (3,019 acres) of industrial zones.
- There are 1,423 vacant acres within commercial/office zones (23 percent). The Employment Center (EC) zone is 57 percent vacant and has the most vacant acres (777) of all the commercial/office zones.
- The Policy Area contains about 3,575 (6 percent) of Farmland of Local Importance, 1,175 acres (2 percent) of Prime Farmland, and 575 acres (1 percent) of Farmland of Statewide Importance.
- There are three parcels (185 acres) in the Planning Area that are subject to the Williamson Act.



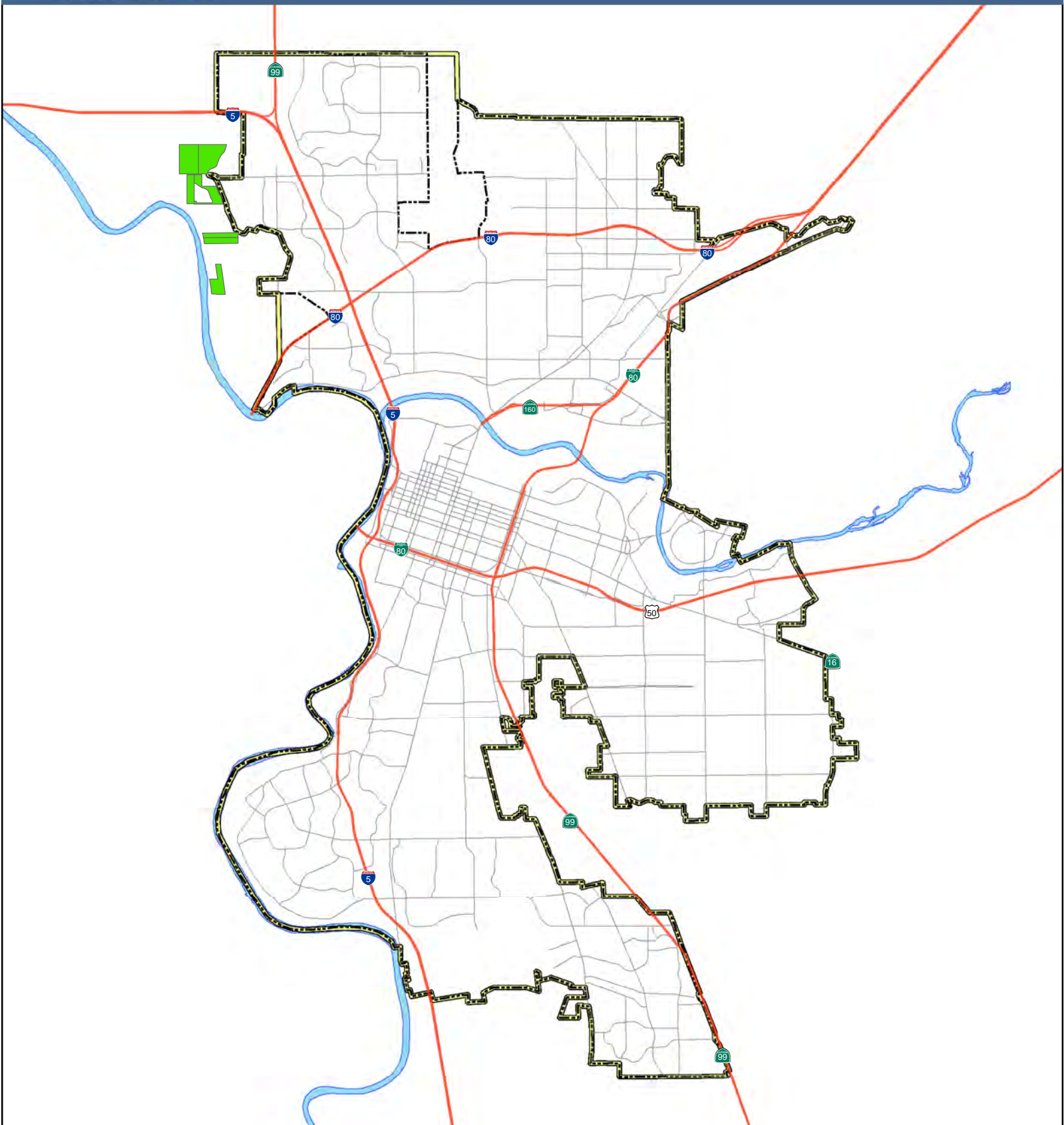
- Legend**
- Major Roads
 - Highways
 - - - City Limits
 - ▭ Policy Area
 - ▭ Waterways
 - ▭ Williamson Act Parcels



0 1 2 Miles

Data Source: City of Sacramento, 2012;

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Legend

- Major Roads
- Highways
- Waterways
- ▭ Policy Area
- ▭ City Limits
- Natomas Basin Conservancy Lands



0 1 2 Miles
Data Source: City of Sacramento, 2012

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2.2 Policy Context

Introduction

The Policy Context section summarizes existing policy documents that the City of Sacramento and neighboring jurisdictions have either drafted, accepted/endorsed, or adopted. The section summarizes the City of Sacramento's 2030 General Plan and describes the City of Sacramento's specific plans. The section then describes City plans and policies that address area-specific and citywide planning issues.

The section also summarizes planning and policy documents adopted by surrounding jurisdictions. While these documents do not regulate land within the existing City Limits, they do govern land use in adjacent areas that are critical to the City of Sacramento's future development. The section then summarizes multi-jurisdictional plans adopted jointly by the City of Sacramento and surrounding jurisdictions. Lastly, this section describes planning programs and policies of the Sacramento Area Council of Governments (SACOG). Although SACOG does not have any regulatory authority within the City Limits, the City of Sacramento does work with member cities and counties through SACOG to address regional transportation and land use issues.

Regulatory Setting

City of Sacramento General Plan

The City of Sacramento's 2030 General Plan is the overarching planning document for land use and development decisions within the City Limits.

2030 General Plan (2009)

In 2009 the City of Sacramento adopted the 2030 General Plan to set a new direction for the future of the city. The 2030 General Plan was the first comprehensive revision of the City's General Plan in over 20 years. It is the result of more than four years of work by the 25-member citizens General Plan Advisory Committee, City staff, consultants, Planning Commission, City Council, business owners, developers, decision-makers, and thousands of residents.

The Sacramento 2030 General Plan is organized into the following four parts:

- **Part 1, Introduction to the 2030 General Plan**, presents the Vision and Guiding Principles; describes overarching General Plan themes, including the City's response to climate change; provides General Plan organization; presents a profile of Sacramento, including the city's history; explains the purpose of a General Plan and the legal requirements; reviews how to use the General Plan; and lastly, recounts how the General Plan was prepared.
- **Part 2, Citywide Goals and Policies** are the heart of the General Plan. The goals and policies flow directly from the Vision & Guiding Principles and address a broad range of topical elements required by State law and those that address unique local concerns. Each element contains clear and consistent hierarchy of goals and policies that complement and reinforce one another, avoiding contradictions and conflicting directions. The policies provide predictability and flexibility.

- **Part 3, Community Plan Areas and Special Study Areas**, provides policy direction for 10 community plan areas that cover the entire city and 5 special study areas adjacent to the city. Part 3 recognizes that the city is made up of many distinct areas with different needs and characteristics. Each Community Plan area includes geographically specific goals and policies that recognize the unique qualities of the city, and provides more specific guidance.
- **Part 4, General Plan Administration and Implementation** begins with a summary of the most important programs for implementing the 2030 General Plan. This is followed by an outline of the process for reviewing and updating the 2030 General Plan. The section also outlines the types of actions or tools the City will use to implement the Plan's policies. Part 4 concludes with tables that list specific implementation programs.

2030 General Plan Vision and Guiding Principles

The 2030 General Plan Vision provides the City's key values and aspirations for Sacramento's future. The overarching Vision of the General plan is to make Sacramento the *most livable city in America*. The guiding vision of the 2030 General Plan is that:

- As California's capital, Sacramento will continue to play its traditional role in the region as the primary center of government, employment, and culture.
- Downtown Sacramento will be vibrant with arts, culture, entertainment, and a 24-hour population.
- The city's economy will continue to strengthen, diversify, and play a larger role in the global economy.
- Building on the skills of our workforce, Sacramento's economy will provide a broad range of jobs in all industry sectors, including those related to small and local businesses.
- Every neighborhood will be a desirable place to live because of its walkable streets, extensive tree canopy, range of housing choices, mixed use neighborhood centers, great schools, parks and recreation facilities, and easy access to Downtown and jobs.
- Sacramento will be linked to the rest of the region by an extensive, efficient, and safe network of roadways, bridges, mass transit, bikeways, pedestrian trails, and sidewalks. It will be linked to the rest of California and the world by an international airport, conventional and high-speed passenger rail, interstate highways, and high-speed communication systems.
- Sacramento will continue to celebrate its cultural and ethnic diversity and ensure the equitable treatment of all neighborhoods and groups.
- Sacramento will protect its historic and cultural resources and its natural environment and will increase access to its riverfront and open spaces for the enjoyment of its growing population.
- Sacramento will promote the health and well-being of the community and will plan for the long-term safety of its citizens.

- Finally, to help address the causes of climate change and the urban heat island effect, Sacramento will be a model of sustainable development in its planning, its use of urban heat island reduction measures, and its conservation of energy, water, and other natural resources.

In conjunction with the Vision Statement, the City Council adopted Guiding Principles for land use, urban design, housing, mobility, economic development, public safety, environmental resources, parks and recreation, and services and facilities. The principles establish policy benchmarks for the rest of the General Plan.

2030 General Plan Themes

The 2030 General Plan defines a roadmap to achieving Sacramento's vision. Underlying the vision and connecting it to the roadmap is a set of six themes that thread throughout the General Plan:

- **Making Great Places:** A great city must have wonderful places to live, work, congregate, and experience social, recreational, educational, and cultural enrichment. Sacramento is distinguished by its location at the confluence of the American and Sacramento Rivers, diverse residential neighborhoods, extensive tree canopy, role as the center of California's governance, and place in California's settlement history. These assets, and others that are emerging as the city grows and matures, contribute to the quality of life for residents while providing the opportunity for shaping development, conserving resources, and structuring the economy.
- **Growing Smarter:** The 2030 General Plan favors developing inward over expanding outward into "greenfields" on the edge of the city. The city's growth pattern will be more compact, include the "infill" and reuse of underutilized properties, intensify development near transit and mixed-use activity centers, and locate jobs closer to housing, which will lead to increased walking and reduced automobile use. Gasoline consumption, air pollution, greenhouse gas emissions, and personal commute times will be reduced, which will facilitate and increase the time working parents have to spend with their children and families. Strategic improvements to infrastructure will facilitate infill and support new mixed-use and residential neighborhoods.
- **Maintaining a Vibrant Economy:** The ability of the City to provide services that meet the diverse needs of existing and future populations is dependent on a vigorous and healthy economy. The 2030 General Plan contains strategies to accommodate a diversity of businesses, employment, housing, and entertainment opportunities for Sacramento's residents, while focusing on the retention of existing and attraction of new businesses offering high-paying jobs. Strategies include: achieving a high level of education and training for Sacramento's residents; maintaining and expanding recreational, arts, and cultural amenities; creating safe neighborhoods and employment centers; and establishing necessary infrastructure.
- **Creating a Healthy City:** The 2030 General Plan endorses land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports and athletic programming, and open spaces. The General Plan supports incentives for the use of organic foods through public or commercial markets and in public facilities, as well as supporting controls on the use of toxic materials. Land use and development strategies, public awareness, and policing programs are promoted to protect residents from the risks of crime. Strategies are also defined for emergency preparedness, response, and recovery in the event of a natural disaster or terrorist act.

- **Living Lightly-Reducing Our Carbon Footprint:** The General Plan takes several steps to reduce carbon emissions that contribute to climate change. Mixed-use development that encourages walking and biking, use of public transit, “green building” practices, use of solar energy systems, architectural design to reduce heat gain, recycled construction materials, and water conservation measures, are some of the strategies included in the 2030 General Plan.
- **Developing a Sustainable Future:** Planning and developing a truly sustainable future depends on a healthy environment, strong economy, and the social well-being of Sacramento residents. Factors that contribute to achieving this goal are as follows.
 - **Environment:** conserving air, water, land, soils, minerals, natural habitat, energy, and protecting aesthetic resources.
 - **Economy:** creating good jobs, income, and financial resources.
 - **Equity and Social Well-Being:** providing good education, income, health, safety, arts, and cultural attainment for all.
- **Without a successful economy, financial resources will not be available to manage growth and protect resources. Without a healthy and well-educated population, resource sustainability will not be valued and advances in technology to protect resources will be hindered (SacGP 2009a).**

2030 General Plan Policy Direction

Part 2 of the 2030 General Plan organizes policy direction into 10 clearly defined topical elements and Part 3 provides policy direction for 10 geographically specific Community Plans and 3 Special Study Areas:

- **The Land Use and Urban Design Element** recognizes that the quality of life in Sacramento is dependent on creating and preserving attractive buildings, streets, and public spaces that facilitate and enrich the life of the community. A key part of the Plan’s land use and urban form direction is the way it addresses policy from a geographic standpoint. Policies addressing land use and urban design are combined to ensure that the physical forms and patterns of future development create a compatible and complementary mix of residential, employment, commercial, and service uses that can sustain a vibrant economy, a healthy environment, and a vital social life.
- **The Historic and Cultural Resources Element** addresses the importance of Sacramento’s historic and cultural resources, which create a distinct sense of place for residents and visitors, as well as tell the story that uniquely differentiates Sacramento from all other cities. These resources reflect the earliest days of prehistoric and historic settlement along the Sacramento and American Rivers, the city’s role as a catalyst for the Gold Rush and as a key center of the western expansion of the United States, and establishment of the city as California’s state capital.

- The Economic Development Element looks at the importance of increasing individual wealth, creating employment opportunities, developing facilities, as well as providing services and community amenities. The Economic Development policies provide for the retention and expansion of existing businesses and attraction of new businesses to increase job opportunities for Sacramento’s residents. The policies also address the development of an educated and skilled workforce through development of the skills of existing residents and the attraction of new residents.
- The 2008-2013 Housing Element evaluates the City’s housing conditions and needs and provides an inventory of vacant residential land necessary to meet that need. The Element establishes strategic goals, policies, and programs which will guide City investments and land use decisions to address future growth and existing need. Organized under six key housing challenges, this new strategy demonstrate the City’s commitment to meeting the housing needs of all of its residents.
- The Mobility Element emphasizes the importance of developing a first class, efficient, multimodal transportation network that minimizes impacts to the environment and neighborhoods. The Mobility Element contains policies that will create a well-connected transportation network, support bicycling for both short- and long-distance trips, improve transit, conserve energy resources, reduce greenhouse gas emissions and air pollution, and do so while continuing to accommodate auto mobility.
- The Utilities Element addresses the importance and the provision of adequate infrastructure and services in supporting the needs of residents and businesses and ensuring a high quality of life. Emphasis is placed on improving infrastructure in the downtown, in other urban centers and corridors, and around transit stations to support infill and intensified development consistent with priorities for “smart growth.”
- The Education, Recreation, and Culture Element addresses the importance of providing quality education, cultural services, and recreation and parks in making Sacramento a great place to live and do business. Access to education, good jobs, active recreational opportunities, and participation in the arts enhances the city’s livability for residents.
- The Public Health and Safety Element concentrates on the health and safety of Sacramento’s residents, labor force, and visitors and recognizes the importance of public health and safety in achieving the city’s vision as the most livable city in the nation. Protection from the risks of natural and man-made hazards, crime, and disease are essential in establishing a sense of well-being for residents and important considerations in attracting new businesses to the city that will provide quality jobs.
- The Environmental Resources Element focuses on the value and importance of environmental resources and the city’s commitment to the protection of its water, biological species and habitat, urban forest, agricultural land, mineral resources, air, and scenic amenities. Preservation of these environmental resources and maintenance of their quality is not only beneficial to current residents but is crucial to the sustainability of future generations.
- The Environmental Constraints Element recognizes the importance of protection of life and property from the risks of natural and man-made hazards. A safe environment enhances residents’ quality of life, contributes to a city’s livability, and is important for attracting and retaining businesses that help to sustain a thriving economy.

The 2030 General Plan includes policy direction for ten community plan areas. The ten community plan areas include: Arden Arcade, Central City, East Sacramento, Fruitridge Broadway, Land Park, North Natomas, North Sacramento, Pocket, South Area, and South Natomas. The policy direction in this part of the General Plan supplements the citywide goals and policies contained in the elements described.

Beyond the Policy Area of the 2030 General Plan, the City has defined five unincorporated Special Study Areas (Arden Arcade, East Area, Fruitridge Florin, Natomas Joint Vision Area, and Town of Freeport) that are of special interest to the City, because the planning of the areas necessitates a coordinated effort by the City and County.

Land Use and Circulation Diagrams

The 2030 General Plan includes a series of diagrams that show how and where the city will grow and change in the future. Together these diagrams provide for strategic growth and change that preserves existing viable neighborhoods and targets new development to infill areas that are vacant or underutilized, as well as to “greenfield” areas. Changes proposed to established areas focus on enhancing the quality of life through improved connectivity with other parts of the city, greater access to amenities, enhanced safety, and greater housing, employment, and transportation choices. Diagrams that direct development and transportation improvements include:

- The Opportunity Areas Diagram shows subareas of the City that have been identified for future infill, reuse, or redevelopment. These areas contain vacant or underutilized lands that provide opportunities for future growth. These sub-areas are defined as neighborhoods, centers, transit centers, corridors, and new growth areas.
- The Areas of Change Diagram identifies the relative amount of change that is expected to occur through 2030 in different parts of the city. The Diagram addresses areas that are expected to retain their current form and character, areas that are expected to experience both minor and significant growth through infill, reuse, and redevelopment, and areas that are expected to experience dramatic change through major new development projects
- The Land Use and Urban Form Diagram along with a set of designations that give direction for both land use and urban form are key aspects of the Land Use and Urban Design Element. The diagram lays out the locations and types of uses for each part of the city and provides guidance on the form new development should take to promote sustainable growth and change through orderly and well-planned development based on the needs of existing and future residents and businesses. It ensures the effective and equitable provision of public services through efficient use of land and infrastructure.
- The Circulation Diagram shows key transportation networks that are essential for the everyday lifestyles of Sacramento residents. The diagram emphasizes the importance of transportation by accessing transit corridors including existing and future rail and bus lines, roadway networks that categorize streets according to function and type, as well as a city-wide bikeway network.

Administration and Implementation

The 2030 General Plan clearly identifies eight types of actions and tools the City will use to carry out the policies, including: regulation and development review; City master plans, studies, and programs; financing and budgeting; planning studies and reports; City services and operations; inter-governmental coordination; joint partnerships with the private sector; and public information. Each policy and implementation program within the General Plan refers to the type of tools or actions the City will use.

The 2030 General Plan also calls for an indicators program, called the *Livability Index*, to monitor the city's success in becoming the most livable city in America. Regular monitoring of the Livability Index will track key livability factors relating to the economy, health of residents, and quality of life. Since adoption of the 2030 General Plan in 2009, the City has annually produced an Annual General Plan Report (2009, 2010, 2011) and presented it to the City Council. Each Report highlights City departments' accomplishments, report on current challenges, identify trends, gauge the public's level of satisfaction and engagement with the City, and measure the success of the General Plan in guiding the city to its vision of being the most livable city in America.

Housing Element (2008)

Adopted by the City of Sacramento on November 18, 2008, the Housing Element sets forth the City's policies and strategies for addressing the housing needs for all households in Sacramento for five year period (2008-2013). The City of Sacramento's adopted housing policies play an important role in supporting, maintaining, and, where necessary, revitalizing the city's neighborhoods. In each neighborhood, the range, style, and mix of housing types contributes to the neighborhoods balance and stability.

Since the Element is concerned with all household types, it includes policies for housing supply, housing quality, housing affordability, step-up housing, infill housing, senior housing and housing for persons with special needs.

Housing Element Goals

In order to address issues raised in the housing inventory analysis and provide guidelines for future housing development, the Housing Element outlines 11 major goals:

- Develop and rehabilitate housing and neighborhoods to be environmentally sustainable;
- Provide a variety of quality housing types to encourage neighborhood stability;
- Promote racial, economic, and demographic integration in new and existing neighborhoods;
- Provide adequate housing sites and opportunities for all households;
- Assist in creating housing to meet current and future needs;
- Remove constraints to the development housing;
- Provide a variety of housing options for extremely low-income (ELI) households;
- Provide housing choices appropriate for "special needs" populations, including homeless, youth, female-headed households, persons with disabilities, and seniors;
- Preserve, maintain and rehabilitate existing housing to ensure neighborhood livability and promote housing affordability;

- Promote, preserve and create accessible residential development; and
- Provide ownership opportunities and preserve housing for Sacramento's modest income workers.

Housing Element Policies and Implementation Programs

The Housing Element includes policies and implementation programs for each of the goals. These include plans to streamline the review of infill and transit oriented development that incorporates mixed uses, develop 2,000 infill units by 2013, provide additional permanent and transitional residential facilities for homeless, target infrastructure development, develop residential units in North Natomas employment centers, and provide additional local, State, and federal funds for new development and building rehabilitation. Implementation of the Housing Element's policies and goals will ensure that the City will meet the regional housing needs through the year 2013.

The Element aims to ensure the production of a broad range of housing types for all income levels and support improved economic vitality within the Downtown Redevelopment Area. The City will produce 250 new affordable units in the Downtown.

The Element indicates that the City will adopt a proactive rental inspection program to ensure adequate rental housing maintenance. In an effort to have the most significant impact in blighted areas, the City shall focus its rehabilitation funding and programs to rental properties in need of substantial rehabilitation in redevelopment and other target areas. The City aims to provide safe and secure rental housing in existing neighborhoods through the rehabilitation and preservation of 1,000 affordable multifamily units (SacGP 2009b).

City of Sacramento Specific Plans

Sacramento Railyards Specific Plan (2007)

The Railyards Specific Plan was adopted in 1994 and amended in 1996. The 2007 Sacramento Railyards Specific Plan (SRSP) has slightly different Plan Area boundaries and supersedes the 1994 plan. Encompassing approximately 244 acres north and west of downtown Sacramento, the Sacramento Railyards Specific Plan proposes infill redevelopment of the former railyard into a mixed-use district. The SRSP contains the following components:

- The distribution, location, and extent of all land uses, including open space;
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems, and other essential facilities needed to support the land uses;
- Standards and criteria that specify how development of the Railyards area will proceed;
- A statement of consistency between the Specific Plan and the goals and policies contained in the General Plan;
- A program of implementation measures such as regulations, programs and public works projects and financing measures necessary to complete the essential facilities to allow for the development of the Plan area.

The Plan includes five land use designations: Residential Mixed-Use (RMU), Office/Residential Mixed-Use (ORMU), Residential Mixed-Use (RMU), Transportation Use (TU), and Open Space (OS). Additional land would be set aside for the development of circulation, the rail corridor, intermodal transportation, parks, schools, and public utilities. The RMU District policies call for the

development of a high density urban residential neighborhood with a range of building types, sizes, and heights. Additional policies would encourage the design of a pedestrian environment, provide open space facilities, energy efficient design, and a neighborhood character that embraces historic elements where possible. The Railyards Specific Plan provides the opportunity to address the growth needs of the City and the region while avoiding suburban sprawl. The intent of the plan is to make downtown Sacramento a more desirable place to live, work, play, shop, and travel (SRSP 2007).

River District Specific Plan (2011)

The River District Specific Plan establishes planning and design standards for the redevelopment of approximately 773 acres of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the city of Sacramento. The Plan includes the following principles describing the desired result for the River District:

- The River District's unique character and design will provide a sense of place;
- The River District will be comprised of distinct neighborhoods with unique personalities;
- The River District's desirable location will support its diverse and robust economy;
- The River District will maximize connectivity—north/south and east/west;
- The River District will support all transportation modes;
- The River District will be a Model for Sustainable Development;
- The River District Specific Plan will support strategies to improve safety and social conditions; and
- The scenic environment and livability of the River District will be enhanced through the development of public parks, open space, trails and outstanding community facilities and amenities.

The River District has long been characterized by a mix of low-intensity warehousing, distribution, light industrial, and general commercial uses, but there are several important factors that are expected to drive a different type of development in the area over the coming years. These factors include future light rail transit, recently approved development projects, the anticipated development of the Sacramento Railyards, and recent land use trends.

The Plan relies on citwide zoning designations in the Sacramento City Code. Through zoning regulations and proposed densities, The River District Specific Plan assumes a total of approximately 8,144 residential units, 3,956,000 square feet of office, 854,000 square feet of industrial, 55.5 acres of parks and open space, and 3,044 hotel rooms at 2035 buildout (RDSP 2013).

Sacramento Docks Area Specific Plan (2009)

The Sacramento Docks Area Specific Plan creates planning and design standards for the redevelopment of approximately 29-acres of land along the Sacramento riverfront, just south of Tower Bridge, in an area known as the Docks Area. This specific plan represents the final stage in a planning process that includes the Sacramento Riverfront Master Plan (2003) and the Docks Area Concept Plan (2005). Building upon the principles and concepts set forth in these previous efforts, this Specific Plan provides a comprehensive vision for the Docks Area along with goals, policies and development standards to guide future public and private actions necessary to achieve that vision.

The Specific Plan also serves as the mechanism for insuring that future development and infrastructure will be feasible, coordinated and efficient (DASP 2008).

City of Sacramento Redevelopment Plans

The Sacramento Housing and Redevelopment Agency (SHRA) is a joint powers authority of the City of Sacramento and Sacramento County, that oversees a variety of civic and community improvements projects, neighborhood revitalization, housing developments and business assistance activities. SHRA has the power to administer funds from the United States Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) program. This program was designed by the federal government to assist in the redevelopment of residential and commercial uses in urban areas. The purpose of redevelopment areas was to identify areas where SHRA should invest public moneys to help improve quality of life.

On February 1, 2012, Assembly Bill 1x26 dissolved all redevelopment agencies in the State of California. However, existing redevelopment plan areas are still in effect while the City and County Successor Agencies wind down the activities of their former redevelopment agencies. SHRA is providing project delivery services for existing projects in some of the redevelopment plan areas until the projects are completed (SHRA 2013a). Prior to dissolution of redevelopment agencies, SHRA adopted Redevelopment Plans for the following areas:

- 65th Street
- Alkali Flat
- Army Depot
- Auburn Boulevard
- Del Paso Heights
- Downtown Merged
- Florin Road
- Franklin Boulevard
- Mather Redevelopment Area
- McClellan-Watt Avenue Redevelopment Area
- North Sacramento
- Oak Park
- Railyards
- River District
- Stockton Boulevard

City of Sacramento Strategic Action Plans (SNAPs)

A Strategic Neighborhood Action Plan (SNAP) is an action-oriented document for helping residents and property owners improve their neighborhoods. When funding is available, the Planning Department creates SNAPs for neighborhoods experiencing infrastructure deficiencies or other problems, as reported by neighborhood residents and property owners.

A SNAP provides a list of steps for neighborhood participants to follow in order to achieve their desired outcomes. It identifies a neighborhood vision, neighborhood issues, and goals and action strategies for neighborhood enhancement. Implementation of the SNAP is the joint responsibility of neighborhood residents and owners, City staff, and in some cases, other relevant local agencies or non-governmental organizations. Currently (2013), there are four SNAPs that have been adopted. They are described below.

Gardenland-Northgate SNAP (2003)

Adopted by City Council August 23, 2003, The Gardenland-Northgate SNAP was the first Strategic Action Plan to be put into effect. The boundaries of the Gardenland-Northgate SNAP are generally the Ueda Parkway to the east, the American River Parkway to the south, the Niños Parkway to the west, and the developed housing area and Interstate 80 to the north. The SNAP incorporates work developed through a variety of community visioning efforts and identifies the following community priorities:

- Improve the appearance, safety, and range of commercial services along Northgate, including:
 - Provide landscaped medians;
 - Create focused commercial areas;
 - Improve safety in front of Smythe School;
 - Improve landscaping and lighting;
 - Promote housing in Northgate Boulevard; and
 - Expand architectural review.
- Promote maintenance of existing housing and develop new infill housing that is compatible with the character and needs of the Gardenland-Northgate residents, including:
 - Encourage greater participation in existing maintenance programs;
 - Develop infill incentives;
 - Conduct surveys to gain greater understanding of neighborhood preferences for new housing; and
 - Promote clean-ups and reduce illegal dumping in the neighborhood.
- Promote additional safe and attractive parks and recreation facilities to meet the needs of the residents.

The SNAP provides a series of goals and action steps that will allow the neighborhood to address these issues and allow it to achieve its desired outcomes (GN SNAP 2003).

Alkali Flat/Mansion Flats SNAP (2005)

The boundaries of the Alkali Flat/Mansion Flats SNAP are 13th Street to the east, G Street to the south, 7th Street to the west, and the Union Pacific Rail Lines to the north. The SNAP was originally intended to be focused solely on Alkali Flat, the action steps were expanded to include the Mansion Flats neighborhood due to the extensive number of similar issues that both of these neighborhoods share. To obtain community input for the Alkali Flat/Mansion Flats area, the visioning process used a comprehensive phone and door to door survey along with two community meetings and a series of four focus group meetings. The surveys and meetings indicated that following four areas were of most concern:

- Safety in the neighborhood;
- Safe and attractive parks and recreation facilities to meet the needs of the residents;
- Economic and community development to increase retail and employment opportunities in the area; and
- Parking and transportation improvements to control traffic and manage parking issues.

The SNAP provides a series of goals and action steps that will allow the neighborhood to address these issues and allow it to achieve its desired outcomes (AFMF SNAP 2005).

Ben Ali SNAP (2009)

The Ben Ali SNAP study area is generally bounded by Auburn Boulevard to the west, the intersection of Roseville Road and Connie Drive to the north, Capital City Freeway (Business 80) to the east, and Silica Avenue to the south. The study area encompasses approximately 244 acres and includes a population of approximately 1,400. The SNAP provides ten priority neighborhood goals ranked from most important to least important based on voting results from residents in the SNAP community workshops:

- Construct curb, gutter, and sidewalks;
- Provide park, open space, community garden, and community gathering space;
- Evaluate infill projects to ensure they fit with the character of the neighborhood;
- Eliminate speeding problems;
- Improve pedestrian access through the Marconi Avenue/I-80 overpass;
- Alleviate local flooding;
- Provide better access to the Marconi Light Rail Station;
- “Green” neighborhoods with more trees and preservation of existing trees;
- Encourage a grocery store/market to locate in the neighborhood; and
- Improve water quality and water pressure from Sacramento Suburban Water District.

The SNAP provides a series of goals and action steps that will allow the neighborhood to address these issues and allow it to achieve its desired outcomes (Ben Ali SNAP 2009).

Hagginwood SNAP (2009)

The Hagginwood SNAP study area is generally bounded by Marysville Boulevard to the west, South Avenue to the north, Roseville Road and Auburn Boulevard to the east, and Land Avenue to the south. The study area encompasses approximately 537 acres and includes a population of approximately 4,400. The SNAP provides 21 priority neighborhood goals ranked from most important to least important based on voting results from residents in the SNAP community workshops:

- Provide additional street lighting;
- Provide curb, gutter, and sidewalks;
- Provide a left-turn signal at Arcade and Marysville Boulevards;
- Create a transit master plan for the Marconi Light Rail Station;
- Encourage infill development that fits with the character of the neighborhood;
- Provide parks;

- Provide access from the Marconi Light Rail Station to the freeway overpass;
- Beautify and clean Arcade and Hagginwood Creeks;
- Reduce the number of lanes on Del Paso Boulevard between Marysville Boulevard and Arcade Boulevard/Marconi Avenue;
- Alleviate heavy traffic on Arcade Boulevard between Marysville and Del Paso Boulevards;
- Restore original single-family residence zoning to areas where “special permits” have been granted for multi-family units;
- Provide trails in Hagginwood Park;
- Mackey Park: Address vagrancy, maintain cleanliness and wild, natural character;
- Explore completing a Neighborhood Traffic Management Plan for South Hagginwood;
- Provide shade trees at the southwest corner of Marysville and Arcade Boulevards;
- Delineate parking at Mackey Park;
- Improve water pressure;
- Ensure high well water quality;
- Alleviate local flooding;
- Encourage more retail to locate near the neighborhood; and
- Improve communication between developers, the City, and residents regarding proposed development projects.

The SNAP provides a series of goals and action steps that will allow the neighborhood to address these issues and allow it to achieve its desired outcomes (Hagginwood SNAP 2009).

Other City of Sacramento Area-Specific Plans

65th Street/University Transit Village Plan (2002)

The 65th Street/University Transit Village Plan, adopted by the City Council in 2002, establishes a neighborhood/university mixed use district center around a light rail transit station. The project area consists of approximately 49 acres and is bounded by the Union Pacific Rail line and Folsom Boulevard on the north, the Union Pacific Line on the east, US Highway 50 and the light rail line on the south, and on the west by the Caltrans site and 61st Street. Commercial mixed use would be allowed within the Transit Village Plan areas zoned C-2, as established by the Transit Overlay areas. The Transit Overlay areas allow the development of retail, residential and large-scale employment uses. The residential mixed-use land use designation is zoned RMX, and would allow the development of residential and neighborhood-serving retail and office. Auto-oriented uses and storage warehouse uses are prohibited under the Plan (UTVP 2002).

Commercial Corridor Revitalization Strategy (2003)

The Commercial Corridor Revitalization Strategy was adopted by the City Council in 2003 in an effort to promote the rehabilitation of commercial centers, economic growth, and a more walkable and self-sufficient neighborhood environment. The Commercial Corridor Revitalization policies center on the development of residential and commercial mixed use, the reuse of existing commercial centers, improvement of neighborhood character to promote corridor vitality, community reinvestment, and high density residential development. The revitalization strategy is coordinated with the 2009 General Plan Land Use Policy 5.3.1, which requires that the City continue

to “support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods.”

Zoning Code Amendments

As a component of the Commercial Core Revitalization Strategy, the Zoning Code was amended to encourage commercial reuse. Most of the City’s commercially zoned property is located along neighborhood commercial corridors. By amending the Zoning Code to affect commercial development in the C-1 and C-2 zones citywide, neighborhood commercial corridors can immediately benefit from regulations and incentives that will provide tools to revitalize these corridors. The amendments include special permit requirements for certain uses including auto sales (new and used), storage, repair and rental; tire shops; RV sales (Commercial); RV Storage; equipment rental and service stations. Also included in the amendments are incentives for mixed use and residential development, reduced parking standards, flexible setback requirements, fencing provisions, and additional flexible development standards.

Commercial Corridor Design Principles

Another component of the Commercial Core Revitalization Strategy is a set of design principles. The principles provide guidelines for business owners and commercial developers to use while designing projects and by the City when placing conditions on commercial projects. Any non-residential project requiring discretionary entitlement(s) in the C-1 and C-2 zones, including expansions and major modifications must comply with the Commercial Corridor Design Principles.

Commercial Corridor Users Guide

The last component of the Commercial Core Revitalization Strategy is the Commercial Corridor Users Guide. This guide is an informational tool that the City provides to developers, designers and members of the community that provides basic “how to” and process information for development within the City’s commercial corridors. It is a supplement to the Commercial Corridor Design Principles document and will outline the challenges and design recommendations for projects developing within the City’s commercial corridors (CCRS 2003).

North Natomas Development Guidelines (2003)

The North Natomas Development Guidelines was adopted by the City Council in 1994 and then amended in 2003. The Guidelines provides standards for development in the North Natomas Community Plan area, bounded by Elkhorn Boulevard on the north, Interstate 80 on the south, the Natomas East Main Drainage Canal on the east, and the City Limits on the west. Implementation of the development guidelines are intended to promote transit-oriented mixed uses, bike and pedestrian trails, a town center hub, a 62 percent jobs-to-housing ratio, and preservation of the existing natural environment and air quality benefits of the region (NNDG 2003).

South 65th Street Area Plan (2004)

The South 65th Street Area Plan was adopted by the City Council in 2004. The Plan area is located south of California State University, Sacramento (CSU Sacramento), south of Interstate 50 and east of 65th Street and consists of approximately 140 acres of land. The entire Plan area is located within one-half mile of light rail transit. Due to the site’s proximity to major circulation corridors and

regional demand for alternative housing, the Plan calls for the development of mixed use retail and office, with residential uses serving as the dominant land use. The Plan also allows for a variety of housing types (single-family and townhomes), with student/faculty housing being encouraged due to the site's proximity to CSU Sacramento. The increased residential development should provide an economic base to adequately support the neighborhood retail and commercial services. The Plan designates a small portion of the area for the development of parks and open space (S65thSAP 2004).

Northeast Line Light Rail Stations Plan (2007)

The Northeast Line Light Rail Stations Plan is a long-range, urban design/streetscape plan. Infrastructure needs and economic analysis will guide improvements in a quarter-mile radius around the Globe, Arden/Del Paso, and Royal Oaks Light Rail Stations. The project area for the Plan refers to the collective quarter-mile radii around these three stations. The scope of the project encompasses the creation of an overall vision for these three stations, an analysis of existing opportunities and challenges, land use and urban design recommendations, and development guidelines that will encourage transit-oriented development, increase pedestrian and bicycle movement in the area, and create vibrant urban villages. The Plan seeks to accomplish this through the following primary goals:

- Support and build upon previous planning efforts to guide development and redevelopment within the area towards land uses that will support transit ridership, provide needed housing and employment opportunities, and support neighborhood retail uses;
- Identify the necessary infrastructure and public improvement needs, cost estimates, including streetscape costs, phasing and implementation programs to realize the community's vision;
- Provide economic analysis of existing conditions and financially viable building prototypes, as well as pro-formas for transit-oriented development;
- Improve the pedestrian, bicycle and automobile circulation and access of the Globe, Arden/Del Paso, and Royal Oaks Light Rail Stations.
- Provide an implementation strategy to modify any existing plan documents and guidelines necessary to implement the Plan; and
- Identify any additional studies and analyses needed to obtain California Environmental Quality Act (CEQA) clearance for the Plan (NLLRSP 2007).

McClellan Heights and Parker Homes Land Use and Infrastructure Plan (2007)

The McClellan Heights and Parker Homes Land Use and Infrastructure Plan provides a vision for land use changes intended to facilitate and support the transition of the area into two strong, primarily residential neighborhoods that are served by retail and other amenities. The 306-acre Plan Area is located in the northeastern part of the City of Sacramento, west of and adjacent to McClellan Park. This Plan also includes recommendations for circulation and utility infrastructure improvements to address existing deficiencies and to support new uses that are part of the land use vision. The Plan also outlines strategies to improve existing housing stock and to promote new housing at varying levels of affordability. The document serves as a guide to future development for 20 years after its adoption (MHPHLUIP 2007).

Swantson Station Transit Village Specific Plan (2011)

The Swantson Station Transit Village Plan includes land use plans, traffic/infrastructure studies, environmental analysis, urban design plans, and financing/implementation strategies to implement transit-oriented development around the Swantson Light Rail Station in the City's North Sacramento Community Plan Area. Additionally, the Swantson Station Transit Village Plan provides land use, parking/circulation, open space and infrastructure goals, policies, and objectives, and implementation measures to guide land use and development decisions around the station over the next 20 years (SSTVSP 2007).

Other Citywide Planning and Policy Documents

Can We Recreate Our Neighborhoods (1993)

The Can We Recreate Our Neighborhoods document, prepared by the City in 1993, provides an analysis of successful older neighborhoods in Sacramento and attempts to determine whether the traits of these communities could be replicated throughout other neighborhoods within the city. Neighborhoods that were identified as successful include East Sacramento, Elmhurst, Woodlake, Land Park, Curtis Park, Midtown, and Oak Park. The document evaluates each neighborhood for the quality of streets, homes, public use space, lots, and shops in order to determine whether existing policies, standards, and practices would conflict with them, thus preventing their duplication in other parts of the City. Of the 25 features analyzed in the study, only seven of the features could be recreated without conflict with existing policies, standards, and practices. Those seven features are:

- Grid or modified grid designs found in Midtown and Old Land Park;
- Interesting building designs with variety, detail, and quality materials (Craftsman and Victorian style homes);
- Interior living areas and large front windows;
- Detached or offset garages;
- Narrow driveways with different treatments (grass strips, brick, concrete, etc.);
- Usable front porches; and
- Well-landscaped front yards with mature trees (CWRON 1993).

Civic Standards (2001)

The City of Sacramento Civic Standards was adopted by City Council in August 2001. The Civic Standards provides a definition of the city's and the region's quality of life, and a means to implement and measure compliance with the regional smart growth policies.

The Standards aims to achieve four specific goals:

- Create regional growth and development patterns;
- Coordinate land use, infrastructure, public services, and transportation;
- Reinforce the community identity and sense of place; and
- Protect and enhance open space and recreational opportunities.

In order to achieve these goals, the City identified policies that would encourage the following development strategies:

- Promote mixed uses and a variety of housing and job opportunities;
- Promote infill development, transit oriented development, orderly growth, and regional financing, development, and open space preservation partnerships;
- Maintain transitional areas between Sacramento and its neighbors, as well as between urban and agricultural uses within the City; and
- Promote new development consistent with General Plan land uses.

The goals and policies of the Civic Standards can be applied to both development and redevelopment projects.

Smart Growth Implementation Strategy (2001)

The City Council adopted the City's Smart Growth Implementation Strategy to address the anticipated population growth within the Sacramento region. In order to accommodate its share of the anticipated one million new residents and 600,000 new employees expected to arrive in the Sacramento region over the next 25 years, the City Council adopted 15 Smart Growth Principles. These principles focus on redevelopment of existing communities and the support of public transportation, while discouraging suburban sprawl and automotive use. The Smart Growth principles promote development of mixed-use and transit-oriented facilities that create more walkable communities and focus on the enhancement of existing city resources. A major part of the Smart Growth implementation strategy is infill development.

The 15 Smart Growth Principles are:

- Mix land uses and support vibrant city centers;
- Take advantage of existing community assets emphasizing joint use facilities;
- Create a range of housing opportunities and choice;
- Foster walkable, close-knit neighborhoods;
- Promote distinctive, attractive communities with a strong sense of place including rehabilitation and use of historic buildings;
- Preserve open space, farmland, natural beauty, and critical environmental areas;
- Concentrate new development and target infrastructure investments within the urban core of the region;
- Provide a variety of transportation choices;
- Make development decisions predictable, fair, and cost effective;
- Encourage citizen stakeholder participation in development decisions;
- Promote resource conservation and energy efficiency;
- Create a Smart Growth Regional Vision and Plan;
- Support high-quality education and quality schools;
- Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality; and

- Policies adopted by regional decision-making bodies should discourage urban sprawl, promote infill development and the concentration of development in the urban core of the region, and promote the equitable distribution of affordable housing and social services (SGIS 2001).

Infill Strategy (2002)

The City Council adopted an Infill Strategy in 2002 to promote and target infill development. Infill development is identified by the City as preferable to development on the urban fringe. Infill development reduces urban sprawl and encourages community reinvestment, while providing a more efficient use of existing land resources.

The major Infill Strategy goals are:

- Promote infill development, rehabilitation, and reuse that contribute positively to the surrounding area and assists in meeting neighborhood and other City goals;
- Revise City plans and ordinances to support infill development goals;
- Remove regulatory obstacles and create more flexible development standards for infill development potential;
- Provide improvements to infrastructure to allow for increase infill development potential;
- Provide focused incentives and project assistance in infill development in target areas and sites. These target sites are those that provide the greatest infill opportunity in terms of number of vacant lots total potential for new infill development, or overall economic or environmental benefit; and
- Engage the community to ensure new infill development addresses neighborhood concerns and to gain greater acceptance and support for infill development.

Current constraints to infill development include lot size, lot shape, or lot conditions. Often sites are too small, are irregularly shaped, have access problems, contain sensitive resources or hazardous materials that make infill more difficult. The City has made a concerted effort to identify target areas to focus its development and provide financial incentives. Among other things, the Infill Strategy also calls for the creation of new City positions (Citywide Infill Coordinator, Departmental Infill Development Cabinet) that would implement policy.

Some of the high priority areas targeted for infill include Airport/Meadowview, South Sacramento, East Broadway, North Sacramento, and South Natomas Community Plan Areas; the Central City; neighborhood commercial corridors; and transit station areas. Infill development areas would be facilitated by the implementation of the Transit Area Overlay Zone and the Commercial Corridor Overlay Zone, which allow for mixed use development after the adoption of transit area land use plans and commercial land use plans, respectively (Infill Strategy 2002).

Northgate Boulevard Streetscape Master Plan (2006)

The Northgate Boulevard Streetscape Master Plan was initiated in 2003 in response to community needs and desires in the Gardenland/Northgate Strategic Neighborhood Action Plan (SNAP). The project-specific area for the Master Plan is Northgate Boulevard from Rosin Court at the north end to Arden-Garden Connector at the south end. The objectives of the Streetscape Master Plan include improving pedestrian and bicycle safety, encouraging walking options, identifying land use changes that would encourage residential and commercial development, and enhancing the overall image of the area. The Master Plan provides specific improvements for the study area totaling approximately \$19 million.

The proposed improvements include providing a landscaped median, lighting, vertical curb, and planter strips separating sidewalks from the street. Other improvements include providing enhanced crosswalks, benches, bus shelters, and street monuments. In addition, the Master Plan proposes land use changes to support the objectives through rezoning some of the existing general commercial and single-family residential zoned properties to residential mixed-use and updating the Northgate Special Planning District (SPD).

The Natomas Community Association and Gardenland Northgate Neighborhood Association have both voted in support of these improvements (NBSMP 2006).

Central City Parking Master Plan (2006)

The Central City Parking Master Plan (CCPMP) is the result of a comprehensive on-street and off-street parking study for the downtown and midtown areas. City Council initiated this study in 2005 and then documented the research and analysis in the CCPMP. The specific objectives for the Central City Parking Master Plan as stated by the City Council were as follows:

- To ensure sufficient parking to achieve the City's economic and in-fill development goals and boost Smart Growth principles;
- To ensure parking supply and rates that support transit, other alternative modes and air quality;
- To evaluate rate structures supportive of a comprehensive parking strategy;
- To provide a two-year, five-year and long-term outlook of parking supply versus demand and identify opportunities for meeting that demand;
- To guide daily operations of the City's on-street and off-street parking facilities; and
- To incorporate community stakeholders concerns
- The CCPMP also provides parking strategies and recommendations for future parking policy in the downtown and midtown area (CCPMP 2006).

City of Sacramento Pedestrian Master Plan (2006)

The Pedestrian Master Plan provides a comprehensive vision for improving pedestrian conditions. It presents a set of goals and strategies to achieve this vision, and it includes a framework for creating an improved pedestrian environment. It also develops a methodology for prioritizing future pedestrian improvements. The Pedestrian Master Plan has two primary objectives. The first is to institutionalize pedestrian considerations through the preparation of policy, standard, and procedural recommendations that allow the City to leverage the best pedestrian environments from new developments and incorporate pedestrian considerations into all transportation and land use projects. The second is to improve current pedestrian deficiencies through the preparation of a capital improvement process that enables the City to systematically retrofit currently deficient sidewalk and pedestrian crossing locations (PMP 2006).

Economic Development Strategy (2007)

The Economic Development Strategy, adopted by the City Council in 2007, establishes citywide economic development priorities. This strategic framework analyzes the existing City economic policies in the context of other regional development plans; existing business and development communities; new business, development, and investment opportunities; community organizations, and other City department policies. In addition, the framework identifies key development opportunity areas and provides implementation plans that will help the City achieve its development goals.

The Framework identifies the following 12 strategies for economic development:

- Increase activities to retain and expand the City's existing businesses;
- Strengthen the City's efforts in business formation and small business development;
- Conduct targeted business attraction and recruitment;
- Support a pipeline of workforce development and education;
- Strengthen residents' assets and reduce wealth disparities;
- Promote a high quality of life;
- Effectively plan for opportunity zones;
- Bring new investment and greater activity to commercial corridors and neighborhoods;
- Make targeted investments in infrastructure;
- Focus on integration throughout City departments;
- Promote the City as the leader within the region, and collaborate with other organizations on the regional level; and
- Establish a distinct identity for Sacramento within and beyond the region.

Each strategy contains detailed implementation actions that provide a blueprint for the achievement of the associated strategy. The strategic framework stresses use of existing assets and resources where possible to establish a plan for the organization, marketing and restructuring of commercial corridors.

The following corridors were determined to be key areas:

- 12th Street- Union Pacific Railroad to I Street.
- 16th Street- W Street to B Street.
- 65th Street- Elvas to Broadway.
- Broadway-Miller Park to Alhambra Boulevard.
- Broadway- Alhambra Boulevard to Stockton Boulevard.
- Del Paso Boulevard- Acoma Boulevard to Marysville Boulevard.
- Florin Road- 24th Street to Franklin (within City Limits).
- Folsom Boulevard- Alhambra Boulevard to Union Pacific Railroad Overcrossing.
- Folsom Boulevard- Union Pacific Railroad Overcrossing to Watt Avenue.
- Franklin Boulevard- Sutterville Road to Fruitridge Road (within City Limits).
- Fruitridge Road- Franklin Boulevard to Power Inn Road.
- Mack Road- Center Parkway to State Route 99.
- Marysville Boulevard- Roanoke Avenue to Arcade Creek.
- Midtown- J Street to L Street/ 16th Street to 29th Street.
- Northgate Boulevard- Garden Highway to I-80.
- R Street- 3rd to 17th Streets.
- Richards Boulevard- 12th Street to Jibboom.
- Stockton Boulevard- 14th Street to Riza Avenue.

Each of the 18 commercial corridors contains a variety of economic development opportunities. While the corridors areas have been targeted for long range redevelopment due to their site potential, the City determined that a more finite list of sites with potential for short-term development (within five years) needed to be developed. Using criteria that takes into account project size, readiness, planning entitlement status, public financial participation, leveraging private investment, public revenue generation, job creation opportunity, consistency with adopted plans/policies, support for adopted public policy, and required/available public infrastructure, the City compiled the following list of key development opportunities:

Large Employment Opportunities:

- Florin Perkins Industrial Area.
- Granite Regional Office Park.
- Depot Business Park (Army Depot).
- Delta Shores.

City/SHRA Owned Assets:

- Lot A.
- Haggin Oaks Golf Course.
- Metro Place.

Strategic Retail Assets:

- Downtown Plaza.
- North Natomas Town Center.
- Arden Fair Mall.
- Sacramento Autoplex.
- Consumes River and State Route 99.

Arts and Culture:

- B Street Theatre.
- Sacramento Theater Company Facility- 14th and H Streets.
- Lot X- Crocker Museum Master Plan Area.
- Del Paso Boulevard.

Waterfront Development:

- Jibboom Street/Former PG & E Facility.
- Old Sacramento Waterfront Restaurants.
- Miller Park/Marina.
- Docks Area.

Transit Oriented Development:

- Marconi Station.
- 59th Street/ 65th Street Stations.
- Florin Road.
- Meadowview Road.
- Broadway Light Rail Station.
- Swanston Station.

Housing and Mixed Use:

- R Street.
- Capitol Towers.
- Lodi Mission Partners.
- Union Pacific Railyards (EDS 2007).

Parks and Recreation Master Plan (2009)

The City of Sacramento Parks and Recreation Master Plan (PRMP) was adopted by the City Council in 2004 and then updated in 2009. After this technical update, the PRMP is the guiding policy document for City park services and facility needs.

The goals of the Master Plan are to:

- Demonstrate the need for and benefits provided by the Department;
- Chart the growth, direction, priorities and agenda for the Department;

- Establish policies to guide decision-making by City staff and officials;
- Demonstrate the Department's alignment with and contributions to achieving the City's Mission, Vision and Goals;
- Describe how the public can be involved with the Department;
- Strengthen the Department's ability to qualify for certain grant funding; and
- Establish appropriate expectations for service delivery.

The Master Plan also contains policies and procedures intended to improve recreational services, prioritize parks and recreation projects, and implement site specific parks master plans. The Plan also sets parkland dedication standards.

The Plan's policies deal with the following 17 issues:

- Access and Safety;
- Community Engagement and Outreach;
- Customer Service;
- Economic Viability;
- Facility Use and Management;
- Financing Resource Development and Fiscal Management;
- Maintenance;
- Management;
- Marketing;
- Natural Resources;
- Open Space, Water Corridors, and Parkways;
- Partnerships;
- Planning, Design, and Development;
- Recreation and Human Services;
- Regional System;
- Special Events;
- Trails, Bikeways, and Bridges; and
- Tree Services (PRMP 2009).

Downtown Infrastructure Study (2011)

The Downtown Infrastructure Study was published in 2011 by the Economic Development Department. The Downtown Infrastructure Study will assist the City's Economic Development Department in attracting development to the downtown area. The Study is a preliminary engineering, planning-level effort that will aid the City and developers in attracting development funding assistance and provide potential developers with information to evaluate their probable infrastructure costs. The Study identifies potential opportunities to provide integrated infrastructure at least cost, through phasing options or the application of sustainable design principals and value engineering design considerations (DIS 2011).

Sacramento Climate Action Plan (2012)

The Sacramento Climate Action Plan sets a course of action for Sacramento to achieve a 15 percent reduction below its 2005 greenhouse gas emissions level by the year 2020. This is consistent with State expectations for Sacramento set forth by AB 32 and Executive Order S-3-05. Beyond the 2020 target, the Plan is also consistent with longer-term goals for 2030 and 2050. In order to achieve its objectives, the Plan identifies the following:

- Main sources of GHG emissions and the expected regional impacts from climate change;
- Baseline GHG emissions and the potential growth of these emissions over time;
- GHG emission targets and goals to reduce the community's contribution to global warming;
- Strategies, measures, and actions to comply with statewide GHG reduction targets and goals and to adapt to climate change impacts; and
- Areas in which to strategically direct funding and investment opportunities, while positioning the City to compete for grant funding.

The Sacramento Climate Action Plan is divided into three parts: Greenhouse Gas Emissions Inventories, Forecasts, and Targets; Expected Climate Change Impacts; and Greenhouse Gas Reduction and Adaption Policies and Measures. The chapter entitled Greenhouse Gas Reduction and Adaption Policies and Measures identifies seven major strategies for implementing the goals of the Plan. Each strategy below includes measures and supporting actions that help to implement the objectives of the strategy:

- Sustainable Land Use
- Mobility and Connectivity
- Energy Efficiency and Renewable Energy
- Waste Reduction and Recycling
- Water Conservation and Wastewater Reduction
- Climate Change Adaption
- Community Involvement and Empowerment

The 2035 General Plan update will be integrating the stand-alone Climate Action Plan into the General Plan. This consolidation will offer a more efficient streamlining process for new development by eliminating the need to check for consistency across the two planning documents (SacCAP 2012).

Other Jurisdictions Plans

The City of Sacramento is bordered by the counties of Sacramento, Yolo, and Sutter, and the cities of Elk Grove, Rancho Cordova, and West Sacramento. The State of California also has jurisdiction over land around the Capitol. Although land use decisions outside City Limits are beyond the direct control of the City of Sacramento, coordination with surrounding jurisdictions can help minimize potential conflicts among adjacent land uses.

State of California: Capitol Area Plan (1997)

The Capitol Area is located in downtown Sacramento and encompasses the area generally bordered by L Street to the north, R Street to the south, 17th Street to the east, and 5th Street to the west. An additional half-block area lies south of R Street between 11th and 12th Streets. In 2002, the boundaries were legislatively extended south to S Street, east at 17th Street, and to the railroad right-of-way between 19th and 20th Streets.

The Capitol Area Plan is the master plan that guides the State and the Capitol Area Development Authority (CADA) regarding State offices, housing, transportation, parking, and related aspects to foster the creation of a vibrant and mixed urban community in the Capitol Area.

The Plan calls for developing a 24-hour community composed of office, commercial, and residential uses. The Plan proposes construction of new State-owned office buildings north of L Street to support the Central Business District (CBD) as well as within the Capitol Area. The Plan also proposes the addition of over 1,000 new housing units in the Capitol area. Development of offices, commercial, and residential projects on State-owned land are exempt from local ordinances and will be in accordance with the Capitol Area Plan and any agreements entered into by the State and City. Private projects on non-State owned land within the Capitol area will be in accordance with City of Sacramento's General Plan.

The Plan contains the following nine goals:

- **Land Use:** to establish patterns of land use in the Capitol Area which are responsive to the goals of the Capitol Area Plan, provide for flexibility in meeting future State needs, and protect the State's long-term interest without inhibiting the development process.
- **State Offices:** to provide offices and related services to meet present and future space requirements for the State of California near the State Capitol and in the context of metropolitan Sacramento in the most cost effective manner.
- **Housing:** to foster housing within the Capitol Area meeting a wide range of income levels and restoring the area to a population consistent with its urban surroundings.
- **Transportation and Parking:** to develop strategies, patterns, and systems of movement into and within the Capitol Area that will provide adequate mobility for people, that will provide adequate parking, and that will enhance the area's environment.
- **Open Space and Public Amenities:** to develop within the Capitol Area a network of attractive and convenient open spaces and access routes in order to improve the environment for workers, residents, and visitors, and to encourage a favorable response to alternatives for moving within and using the resources of the Capitol Area.
- **Development of the Community:** to stimulate the development of a community within the Capitol Area which is attractive and comfortable to work in, live in, and visit, is integrated into the fabric of the rest of the City of Sacramento, and is physically and economically viable over the long term.
- **Energy Conservation:** to assure that the evolution and the development of the Capitol Area accomplishes an increase in the intelligent and efficient use of energy resources within the scope of State operations in metropolitan Sacramento.
- **State's Relation to the Local Government:** to assure the integration of planning and development efforts in the Capitol Area with the activities of all affected local governmental agencies.

- Administration and Implementation: to assure the effective implementation of the Plan by providing effective development mechanisms, maintaining communications and coordination with all agencies and constituencies, and updating the Plan as needed (CAP 1997).

City of West Sacramento General Plan (2000)

The incorporated City of West Sacramento abuts the City of Sacramento's General Plan Policy Area. West Sacramento's General Plan governs land uses in these areas. The Plan consists of nine sections that describe City policies related to land use, housing, transportation and circulation, public facilities and services, recreational and cultural resources, natural resources, health and safety, urban structure and design, and child care. The Plan also includes a section describing administration and implementation measures.

Major land use goals of the Plan include:

- To provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the City's infrastructure and the City's ability to assimilate new growth.
- To designate adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in West Sacramento.
- To designate adequate land and provide support for the development of commercial uses providing goods and services to West Sacramento residents and West Sacramento's market area.
- To designate adequate land and provide support for the development of office uses serving both West Sacramento and the region.
- To designate adequate land and provide support for light, heavy, and water-related industrial uses that create jobs and enhance the economy of West Sacramento.
- To designate adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses (WSGP 2000).

City of West Sacramento: West Capitol Avenue Action Plan (1992)

In late 1991, the City of West Sacramento initiated a planning process to study the problems of West Capitol Avenue and to plan for its revitalization. A key goal of the Plan is to enhance the economic and visual role of West Capitol Avenue as the principal commercial mixed use corridor of the City and as a major gateway from the east and west. The Plan outlines a program of streetscaping projects, transit improvements and extensions, and circulation improvements that will help of City of West Sacramento achieve these goals (WCAAP 1992).

City of West Sacramento: Washington Specific Plan (1996)

The Washington Specific Plan covers a planning area of approximately 194 acres of urban land near the northeast corner of West Sacramento. The Plan Area is bounded by State Route 275 on the south, the Sacramento River on the east, A Street on the north, and portions of Sixth and Eighth Streets on the west. The Plan is intended to focus efforts by local residents, landowners, developers, and public officials to stimulate a transformation of the Washington area.

The main goals of the Plan are:

- To coordinate efforts between the Cities of West Sacramento and Sacramento.
- To capitalize on the Sacramento River and to make the adjacent areas a regional focal point.
- To integrate economic, residential and social development in the Washington area with the Triangle, Riverfront, and downtown Sacramento areas (WSP 1996).

City of West Sacramento: Bridge District Specific Plan (2009)

The Triangle Specific Plan was prepared to help create an area in the city of West Sacramento that could serve as the civic core of the community. The site is important because of its central location to the communities which form West Sacramento, and is adjacent to downtown Sacramento. The Triangle Specific Plan was originally adopted in 1993. The Bridge District Specific Plan amends this plan to provide a land use framework intended to be market responsive in terms of the exact type and density of future development. While the basic land use plan and street layout remains the same for each neighborhood, one neighborhood would be eliminated and other parcels and planned commercial and residential development would be moved from some of the neighborhoods to the Core neighborhood.

The goals of the Plan are:

- To develop a place of civic significance for West Sacramento;
- To attract business to West Sacramento;
- To create a plan that stimulates incremental development of underdeveloped property and accommodates operation of existing and interim uses; and
- Expand and enhance the role of West Sacramento in the region (WSBDSP 2009).

City of West Sacramento: Community Investment Action Plan (2012)

The Community Investment Action Plan is a product of the collaborative effort of the City Council, the PRO-West Sac Team, the Community Investment Committee, and the City Manager to identify and evaluate new and existing tools and concepts needed to build a new program for strategic capital investment and economic development in West Sacramento. In an environment without redevelopment, the Community Investment Action Plan outlines potential options for the City to continue pursuing its economic development goals. The conclusions are listed below:

- Due to ongoing State budget deficits and the historic practice of pursuing local funds to address those problems, the City should be active but cautious in dealing with any legislative effort to reconstitute a statewide redevelopment program.
- Regardless of actions by the State Legislature, a new model is needed for the City to continue investments in infrastructure and economic development.
- An extensive set of financial tools, programs, and strategic partnerships will be needed to maintain current investment activities and replace the role of the former Redevelopment Agency in achieving City goals.
- The former Redevelopment Agency's assets should be utilized by the City to achieve their original intended purposes.

- Revenue that flows back to the City should be reserved for economic development and strategic infrastructure investments, as these funds will be needed for continued success in these areas and the community is supportive of these efforts.
- The City's success in utilizing redevelopment is a proven strength, and the City's leadership, experience, vision, and "can do" culture will enable it to adopt a new model to continue as a partner in economic development, with or without redevelopment (WSCAP 2012).

City of Elk Grove General Plan (2003)

The Sacramento General Plan Policy Area abuts the City of Elk Grove to the south for one mile, but does not include any lands within the jurisdiction of the City of Elk Grove. The Elk Grove General Plan consists of ten elements that describe City policies related to circulation, conservation and air quality, economic development, historic resources, housing, land use, noise, parks and open space, public facilities and finance, and safety.

Major land use goals of the Plan include:

- Maintain a high quality of life for all residents.
- Maintain a diversified economic base.
- Protect the natural environment.
- Preserve and enhancement of Elk Grove's unique historic and natural features.
- Preserve of the rural character of Elk Grove (EGGP 2003).

City of Rancho Cordova General Plan (2006)

The City of Sacramento's General Plan Policy Area does not include any lands within the jurisdiction of the City of Rancho Cordova. After incorporating in 2003, the Rancho Cordova General Plan paves the way for future development with the following vision statement goals:

- Have a place in the region as a vibrant destination;
- Control its destiny, including the establishment of meaningful boundaries;
- Become a catalyst for change and an example to other cities nationwide of excellence and innovation in government;
- Avoid the pitfalls of other cities, standing on the shoulders of past planning and city building efforts, and gathering together the best ideas and programs from around the nation and around the world;
- Intentionally seek change in both land use and the scope of the City's operations to effect profound improvement in the City; and
- Have measurable fiscal success and be able to provide the services and functions that make Rancho Cordova a desirable place to live, work, and play.

The Plan consists of the following elements: Land Use, Urban Design, Economic Development, Housing, Circulation, Open Space and Parks, Infrastructure Services and Finance, Natural Resources, Cultural and Historic Resources, Safety, Air Quality, and Noise (RCGP 2006).

County of Sacramento: Sacramento International Airport Master Plan (2007)

The Sacramento International Airport Master Plan establishes policies and programs for the improvement of existing airport facilities and the development of new facilities over the next 20 years. The Plan covers the entire 2,940-acre Airport and approximately 5,400 acres of surrounding agricultural buffer land. The Plan addresses all functions of the Airport, including the airfield, terminal and passenger services, cargo, general aviation, airport support, access, and surrounding buffers.

The Plan provides the following visions (goals):

- To preserve the long-term vision for the Airport, the Sacramento County Airport System uses foresight in acquiring land necessary for expansion and for buffering the Airport from adjoining uses. Concurrently, each jurisdiction with land use control over areas in the vicinity of the Airport plans for the development, or preservation, of compatible land uses. Planning for the compatible development of adjoining lands maximizes opportunities to preserve open space habitat and recreational space.
- Air travelers and employees have alternative modes of travel to Sacramento International Airport from directions north, south, east and west. The quality and convenience of transportation services to the Airport ensures that passengers enjoy a seamless trip to the gate from their point of origin. Ultimately, the Airport will be a terminus for light rail service from downtown Sacramento, with improved service by bus, shuttle and other alternative modes.
- Sacramento International Airport offers a pleasing experience to the user and employees. Its facilities are intuitively laid out, enabling “hassle-free” use by the air traveler, and accommodating the special needs of the elderly, disabled and families traveling with children. The Airport’s facilities are sufficient to maintain levels of convenience and efficiency while at the same time maintain the Airport’s current level of convenience. The Airport is easy to get into and out of, and has reasonably priced and adequate covered parking.
- Sacramento International Airport has frequent, non-stop service to domestic and international destinations. From Sacramento, air travelers can get anywhere. The Airport meets the increasing travel needs generated by the region’s growing conference and convention activity and accommodates future growth in charter and group activity as well. Sacramento International Airport easily and conveniently accommodates increasing tourism travel, including travel destined for the Lake Tahoe area, the foothill wineries, and other attractions in the region.
- Sacramento International Airport has the capacity to serve projected growth, not only 20 years out, but beyond, and its runways, taxiways, and terminal aprons are sized and configured to handle the larger size of aircraft that are expected to operate at the Airport. This Airport is the region’s premier passenger service airport. Cargo facilities are provided to service nearby shippers. General aviation needs are considered, but primary facilities are promoted elsewhere in the system to reserve the capacity of the Airport for scheduled passenger service.
- Sacramento International Airport is beginning to emerge as an international airport, complete with the facilities necessary to process international passenger arrivals and to accommodate aircraft that fly international stage lengths. The Airport links the Sacramento region to the world — a link that is essential for the Sacramento economy

to grow and be a player in the global economy. Mexico, Canada, Hong Kong, Tokyo, Shanghai and Europe are prominent destinations that can be served by the Airport's facilities.

- Sacramento International Airport must continue to provide a safe and secure operating environment for passengers and their baggage. Airport facilities are planned and designed to move passengers quickly. The airfield's facilities are equipped with nav aids and lighting systems necessary for operating in all weather conditions. Airport improvements are planned in a way that is compatible and integrated with the airspace needs of other civilian and military airports in the area.
- As a primary entry point, Sacramento International Airport is an extremely important part of the region's image to residents and visitors alike. Its facilities provide a good first impression, with ample use of public art creating a pleasing, sophisticated environment. Architectural integrity (style, materials) extends throughout the entire Airport. The arrangement of the Airport's facilities maintains, as best as possible, a sense of open space, with the continued use of trees for aesthetic purposes and as a "cool down" measure.
- The Sacramento County Airport System continues its proactive approach for planning future facilities that meet specified needs, while at the same time minimize impacts on the environment. As best as possible, airfield improvements are planned that accommodate aviation demand and minimize noise impacts on adjoining communities. The Sacramento County Airport System and the system's users continue their efforts to reduce carbon dioxide, greenhouse gasses, and ozone through thoughtful facility development that minimizes vehicular movements and congestion.
- In planning and designing facility improvements, the Sacramento County Airport System is adaptable to the changing needs of its customers, tenants, and federal requirements. It uses the best practices from the industry to service the air traveling public and the community safely, efficiently, and with good value.
- Sacramento International Airport is critical for attracting and maintaining businesses to Northern California's Sacramento Valley, and is a vital part of the infrastructure that supports economic growth. The Sacramento County Airport System takes a lead role in support of economic development efforts.
- The Airport's operation is financially self-sustaining. The Airport's development is conducted in a financially feasible manner, balancing the need for new facilities with the maintenance of reasonable user charges (SIAMP 2007).

2030 Yolo County General Plan (2009)

The general objective of the Yolo County General Plan is to guide decision-making in the unincorporated areas in the county toward the most desirable future possible. The highest and best use of land within Yolo County is one that combines minimum efficient urbanization with the preservation of productive farm resources and open space amenities. The 2030 Yolo County General Plan includes the following elements: Land Use and Community Character, Circulation, Public Facilities and Services, Agriculture and Economic Development, Conservation and Open Space, Health and Safety, and Housing. The Plan provides the following guiding principles:

- The success of Yolo County depends upon the success of agriculture.
- The benefits of open space and natural areas are essential to our quality of life.
- Each community is distinctive, but all share the same values and a common vision for the future.
- Safe and healthy communities allow residents to fulfill their individual potential.
- The safest and most efficient way to move goods and people is through a variety of transportation alternatives.
- Technology, information and communications advance our communities.
- A strong economy is key to the long-term sustainability of our farms, towns, cities and governments.
- Aggressive efforts are needed to secure an abundant and clean water supply.
- Fundamental changes are needed to secure the health, safety, and prosperity of our communities against the potentially adverse effects of climate change (YCGP 2009).

2030 Sacramento County General Plan (2011)

The Sacramento County 2030 General Plan guides growth and development within the unincorporated County from 2010 to 2030. Key strategies of this updated Plan include a focus on economic growth and environmental sustainability, addressing the issues and needs of existing communities, and establishing a new framework for accommodating the growth of new communities based on smart growth principles. The many individual elements of the General Plan address the wide variety of issues and proactive actions to be taken by the County to enhance and preserve the quality of life for county residents, enhance the county's economic strengths, and preserve the county's agricultural heritage.

The 2030 County General Plan consists of the following 14 elements: agriculture, air quality, circulation, conservation, economic development, energy, hazardous materials, housing, human services, land use, noise, open space, public facilities, and safety. The Plan also adopts the following policy plans into the General Plan: American River Parkway Plan, Bicycle Master Plan, Hazardous Waste Management Plan, Land Use and Resource Management Plan for the Primary Zone of the Delta, Pedestrian Master Plan, and Transit Oriented Development Guidelines (SCGP 2011).

Multi-Jurisdictional Plans***Natomas Basin Habitat Conservation Plan (2002)***

The Natomas Basin Habitat Conservation Plan (NBHCP), adopted in 2002 by the City of Sacramento, Sacramento County, and Sutter County, is a conservation plan intended in part to satisfy the requirements for the Endangered Species Act. The purpose of the NBHCP is to

promote biological conservation in conjunction with economic and urban development within the Natomas area. The Plan applies to approximately 53,537 acres of the Natomas Basin, located in the northern portion of Sacramento County and the southern portion of Sutter County. The Basin contains incorporated and unincorporated areas within the jurisdictions of the City of Sacramento, Sacramento County and Sutter County. While the southern portion of the basin is urbanized, most of the basin is currently (2005) used for agriculture.

The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat due to planned urban development. Within each jurisdiction, certain levels of planned urban development are covered by this NBHCP. These levels are referred to as “Authorized Development” and are identified for each jurisdiction. Based on a growth scenarios outlined by existing general plans for each jurisdiction, the total acreage potentially to be developed in the Natomas Basin are between 13,533 and 20,033 acres, depending primarily on the extent of urbanization in Sutter County (NBHCP 2002).

Natomas Joint Vision Memorandum of Understanding (2002)

The Natomas Joint Vision Memorandum of Understanding (MOU) was adopted in 2002 by the City of Sacramento and Sacramento County. The intent of the Natomas Joint Vision MOU is to provide basis for collaboration between the City and the County regarding the future growth and development of the unincorporated area of Natomas north and west of the City Limits. The MOU establishes a protocol for the treatment of open space that would rely on existing open space programs requiring adequate buffer areas for development beyond that analyzed in the Natomas Basin Habitat Conservation Plan. The MOU also ensures that existing farmlands and their access to adequate water supply not be restricted by surrounding development. The MOU includes an agreement that both the City and the County will revise their existing general plans prior to any changes in existing land use. However, the City is expected to be the lead agent for future growth and urban development in the Natomas Joint Vision area, while the County will be responsible for open-space-related projects. Future growth is to be consistent with regional smart growth policies and would encourage infill development, mixed use development and pedestrian-oriented communities. The Natomas Joint Vision also is designed to reduce competition for tax revenue between the City and the County, by establishing a revenue-sharing agreement.

Sacramento Riverfront Master Plan (2003)

The purpose of the Sacramento Riverfront Master Plan is to combine and update the West Sacramento Riverfront Master Plan and the Sacramento Riverfront Master Plan (1994). The Sacramento Riverfront Master Plan was accepted in July 2003 as a partnership between the City of West Sacramento and the City of Sacramento. The Sacramento Riverfront is composed of many subdistricts and neighborhoods, and the Master Plan integrates these individual development areas into a more cohesive riverfront district. The Plan is based on four guiding principles: creating riverfront neighborhoods and districts, establishing a web of connectivity, enhancing the green backbone of the community, and creating places for celebration.

The Master Plan consists of the following elements:

- Open Space Network;
- Cultural Destinations and Districts;
- Pedestrian and Bicycle Connections;
- Ecological Systems;
- River Activities;
- Transportation Networks;
- Redevelopment and Land Use; and
- Infrastructure.

The Master Plan policies support people-oriented land uses, mixed use development, integrated land uses, flexible land uses (multi-use or public/private financing opportunities, redevelopment of industrial zones, public improvements for private projects, residential development along the riverfront, and varied land use densities. The majority of the redevelopment effort is focused on the Richards Boulevard District, the Railyards Area, the Docks Area, Miller Park Redevelopment Area, Pioneer Bluff Redevelopment Zone, the Triangle Area, the Washington Area, and the Lighthouse Marina. Additional opportunity sites were identified at the Triangle Amphitheater Area, Stone Locke Bluff, and Jibboom Street Park. The Plan also contains a detailed timeline for plan implementation actions, and outlines a funding structure to help implement major public improvements (SRMP 2003).

Transit for Livable Communities (2003)

The Transit for Livable Communities report was drafted by the Regional Transit Authority (RT) in 2002 and provides land use and policy guidance for existing and future light rail transit. The report was approved by the City of Sacramento and Sacramento County in 2003. The report identified 21 RT light rail stations in the Folsom, Northeast, and South Sacramento Corridors that were to be developed or revitalized. The stations include:

- 4th Avenue / Wayne Hultgren
- 47th Avenue
- 65th Street
- Arden / Del Paso
- Broadway
- Butterfield
- City College
- Cordova Town Center
- Florin
- Fruitridge
- Globe
- Hazel
- Horn
- Marconi

- Mather Field / Mills
- Meadowview
- Royal Oaks
- Sunrise
- Swanston
- Watt / Manlove
- Zinfandel (TLC 2003a)

The project objectives were to devise land use recommendations for the 21 stations; to capitalize on the hundreds of millions invested in the existing and future light rail system; to develop informed and enthusiastic public support for Transit Oriented Development (TOD); and to identify ways to facilitate TOD construction around light rail stations (TLC 2003b).

Sacramento River Corridor Planning Forum (2002 - 2005)

The Sacramento River Corridor Planning Forum was established in 2002 to identify goals and policies for floodplain management, flood conveyance, erosion control, levee stability, and levee management. The Sacramento River Corridor Planning Forum Goals and Guidelines were prepared in 2003 as a first step in the preparation of a Floodway Management Plan for the Sacramento River. This document was prepared as a result of a MOU between the California Reclamation Board, the Sacramento Area Flood Control Agency, Sutter County, the City of West Sacramento, and the City of Sacramento. The Forum has three working groups that address flood control and public safety, policy and permitting, and land use scenarios.

The Forum has no formal decision-making authority, but instead provides guidelines for consideration by the signatories of the MOU. The Forum Guidelines are directly linked to the major elements of the Sacramento Riverfront Master Plan. The Forum aims to enhance the Sacramento River's status as an urban amenity, economic asset, open space corridor, and a restored riparian ecosystem while improving the functionality of the flood control system. The following River Corridor Floodway Guidelines have been recommended:

- Improve the stability of eroding or unstable stream banks and levee slopes.
- Maintain the ability to inspect levees and floodwalls.
- Maintain or improve flood conveyance capacity and reliability.
- Reduce navigation and flood related safety risks to the public, and to river and floodway management personnel
- Limit the damage vulnerability of new structures, riparian vegetation, and other improvements (e.g., trails, overlooks, etc.) along the river corridor caused by major floods and more common high stage river flows.

American River Parkway Plan (2008)

The American River Parkway Plan was adopted in 1985, and updated in 2008, by the County of Sacramento, City of Sacramento, and the State of California. The American River Parkway consists of an approximately 29-mile open space greenbelt which extends from the Folsom Dam in the northeast to the American River's confluence with the Sacramento River. The American River Parkway is a regional facility and crosses many jurisdictional boundaries including the Cities of Sacramento, Folsom, and Rancho Cordova, the County of Sacramento and the Folsom State

Recreation Area. Area Plans for Discovery Park, Cal Expo, Paradise Beach, Campus Commons, SARA Park, Arden Bar, Goethe Park, Rosmoor Bar, San Juan and Sunrise Bluffs, Sacramento Bar, Sailor Bar, and Upper Sunrise also fall within the American River Parkway Plan area and thus require coordination. The American River Parkway Plan's purpose is to preserve naturalistic open space, protect environmental quality in an urban context, and provide recreational opportunities through the establishment of specific goals and policies. The Plan provides a guide to land use decisions affecting the Parkway; specifically addressing its preservation, use, development, and administration. The Parkway Plan is a policy and action document. It is written to ensure preservation of the naturalistic environment while providing limited development to facilitate human enjoyment of the Parkway.

The five primary goals of the Plan are:

- To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam;
- To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities;
- To preserve, protect, interpret and improve the natural archaeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation;
- To mitigate adverse effects of activities and facilities adjacent to the Parkway; and
- To provide public safety and protection within and adjacent to the Parkway.

The American River Parkway Plan provides more specific policies that serve as guidelines for the use, development and administration of the parkway. Those policies address the parkway concept, resources of the parkway, water flows, water quality, flood control, recreational use of the parkway, non-recreational use of the parkway, land use, public access, public safety, and area plan coordination (ARPP 2008).

Transit Action Plan (2009)

The TransitAction Plan is Sacramento Regional Transit's (RT) long-term plan, setting out a transit vision for the next 25 years. The Plan provides a comprehensive assessment of alternatives and presents an integrated package of transit investments and increased service frequencies designed to make transit a real transportation choice for everybody in the Sacramento region. RT's last Transit Master Plan was produced in 1993. Since then the Sacramento region has seen significant population growth with an expanding low-density land use form. With population and employment locations becoming even more dispersed, it has become even more difficult for RT to provide an affordable and effective transit service. The TransitAction Plan was developed in response to the Blueprint Proffered Scenario produced by SACOG.

The TransitAction Plan was developed through a comprehensive review of existing plans, comparative assessments of other cities, and discussions with key RT staff. It includes three scenarios to provide: content for the public outreach and to solicit public feedback on what the future transit network should look like; and detail for the technical team to prepare ridership forecasts and cost estimates of each scenario. The details of each scenario are summarized below:

- Scenario A - Base Case: assumes the Blueprint Smart Growth measures are not implemented and transit provision is very much a status quo offer with overall service levels constrained by existing funding sources;
- Scenario B - Blueprint and Metropolitan Transportation Plan (MTP 2035): assumes that the Blueprint land use plan is delivered, and that the transit network is as proposed in SACOG's MTP2035; and
- Scenario C – An Integrated Transit Solution: Assumes that the Preferred Blueprint Scenario land use is delivered, and extends the transit offer beyond the MTP 2035 providing a fully integrated package linking the Blueprint with a comprehensive set of transit, transportation demand management (TDM) and transit-oriented development (TOD) policies and projects.

The Plan includes a comprehensive examination of existing and future transit facilities as well as chapters describing funding and implementation strategies for all actions (TAP 2009).

Sacramento Area Council of Governments

Overview of SACOG

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as all 22 cities located within these counties. The agency provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG determines housing needs for area jurisdictions and assists in planning for transit, bicycle networks, air quality, and airport land uses within the region.

Policy Initiatives

Blueprint Project (2002-2005)

In 2002, SACOG initiated the Sacramento Blueprint Project as a response to worsening congestion and increasingly worse air pollution. Blueprint was the attempt to address these challenges through a fundamental change in land use patterns, transportation funding levels, and transportation investment priorities. The Blueprint planning process was based on two basic strategies: 1) develop the best scientific, objective information available about the cause and effect relationships between land use patterns, travel behavior, and external effects such as air quality; and 2) actively engage a broad base of residents and stakeholders with this information and seek their opinions on how they wanted their neighborhoods, communities, and region to grow. As its core goal, the Blueprint Project aimed to support local governments with high quality data and modeling tools so that decisions regarding future growth and its effects on quality-of-life issues such as traffic congestion and air pollution could be made with the best information available. In addition to developing detailed land-use and travel data, an extensive community outreach effort was conducted to develop and assess guiding principles for the region's long-term growth. The following growth principles, developed by Blueprint, are the building blocks of the subsequently adopted Rural-Urban Connections Strategy and Metropolitan Transportation Plan/Sustainable Communities Strategy:

- **Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.
- **Mixed-Use Developments:** Buildings homes and shops, entertainment, office and even light industrial uses near each other can create active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to the need to travel more by auto because of the distance between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).
- **Compact Development:** Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.
- **Housing Choice and Diversity:** Providing a variety of places where people can live (e.g., apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes) creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, often our teachers, other public employees and professionals, as well as retail employees, service workers and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.
- **Use of Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.
- **Quality Design:** The design details of any land use development - such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets) - are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

- **Natural Resources Conservation:** This principle encourages the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements; along with wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space (Blueprint 2004a).

Base Case Scenario for the Sacramento Region

The starting point for Blueprint was a "Base Case Scenario," a projection of how the six-county Sacramento region would grow if recent development trends continued for the next 50 years. The region that includes Sacramento, Placer, El Dorado, Yuba, Sutter and Yolo counties will remain an attractive place to live and will grow dramatically. One of the most startling figures to arise from the study is that there will be an estimated 1.7 million more people in the Sacramento Region in 2050 than there were in 2000. As the region grows to more than 3.6 million residents, the number of homes will more than double from 713,000 to over 1.5 million.

Is there enough land set aside to support new homes, jobs and development forecast for 2050? According to the Base Case Study, the answer is "no." In order to tackle that and other issues, the Preferred Blueprint Scenario was developed.

Preferred Blueprint Scenario for the City of Sacramento (2004)

On April 30, 2004, SACOG held a regional forum know as the *Tall Order*, where four revised land use scenarios were presented to 1,400 elected officials, business leaders and members of the public. This forum provided SACOG feedback of the public's views towards regional growth issues. The result of this forum was a consensus decision on a preferred land use scenario. After the Tall Order forum, SACOG revised the preferred land use scenario and drafted a Discussion Draft version of the Preferred Blueprint Scenario.

A Preferred Blueprint Scenario, based largely on Scenario C, was approved by the SACOG Board in December 2004. The scenario promoted compact mixed use development, a variety of densities, and limited sprawl. The Preferred Scenario is consistent with the Smart Growth Strategy Implementation Plan and provides policy guidance that informed the 2030 General Plan. However, the transportation development options presented in the Preferred Scenario did not, at the time, represent the Metropolitan Transportation Plan projects or policy (Blueprint 2004b).

Rural-Urban Connections Strategy

Soon after adoption of the 2008 MTP (which later became the 2035 MTP/SCS), SACOG launched the Rural-Urban Connections Strategy (RUCS). RUCS is designed to help implement the Blueprint through finding methods to help ensure the economic vitality of rural areas of the region, including sustainable transportation and land use, agriculture, natural resources and other uses for the rural landscape. SACOG staff began RUCS by developing detailed, parcel-specific data on the cropping patterns on the farms in the region, as well as planning and economic analytical tools to help understand the economics of farming and how infrastructure, land use and market factors affect the ability of farmers to profitably get their goods to market. SACOG has focused both on the substantial part of the region's farm economy that produces food for the nation and world, as well as increasing the share of the region's collective consumption that is grown within the region.

The Rural-Urban Strategy is focused on these five topic areas:

- Land Use and Conservation: Policies and Plans that Shape Rural Areas
- The Infrastructure of Agriculture: Challenges to the Production Process
- Economic Opportunities: New Ways to Grow Revenue
- Forest Management: Building Up Economic and Environmental Value
- Regulations: Navigating Federal and State Environmental Guidelines (RUCS 2013)

2035 Metropolitan Transportation Plan/Sustainable Community Strategy (2012)

Using the Blueprint as its foundation, SACOG adopted a Metropolitan Transportation Plan (MTP) in 2008 that for the first time proactively linked land use, air quality, and transportation needs. The 2008 MTP put more money towards offering residents more transportation choices and reducing the number of vehicle trips than any previous plan. This balance provides for high-occupancy vehicle lanes (i.e., carpool/express bus) on freeways, bridges that shorten distances for motorists and bicyclists, and complete streets that safely accommodate vehicles, transit, bicyclists, and pedestrians.

California passed the Sustainable Communities and Climate Protection Act (SB 375) six months after the 2008 MTP was adopted. This law focuses on aligning transportation, housing, and other land uses to, among other things, achieve greenhouse gas (GHG) emissions reduction targets established by the California Air Resources Board (ARB). SB 375 requires each region of the state to develop an SCS as part of the MTP, which identifies policies and strategies to reduce per capita GHG emissions from passenger vehicles. The SCS is intended to encourage an integrated approach to land use and transportation planning that not only reduces vehicle travel, but accommodates an adequate supply of housing, reduces impacts on valuable habitat and productive farmland, increases resource use efficiency, and promotes a prosperous regional economy.

Starting in 2009, the SACOG Board of Directors considered recommendations from policy and advisory committees, local agencies, focus groups, residents and SACOG staff, and deliberated on the plan during all stages of development. Close coordination between SACOG staff and local agency staff, including planning and public works departments as well as local transit agencies, was key to the development of the MTP/SCS land use forecast and transportation projects and investments list. SACOG developed the MTP/SCS with a broad public involvement process, including focus groups, working groups, and community workshops within each of the six counties in the region, from the summer of 2010 through the end of the planning process.

As part of the planning process, SACOG created three scenarios that varied in land use pattern and transportation investments while using the same overall growth projections and transportation budget. By measuring the performance differences and engaging participants in a discussion of trade-offs between the three scenarios, a preferred scenario was created, which comprises the land use forecast and transportation projects and investments in this MTP/SCS.

A foundation of the MTP/SCS transportation and land use forecast assumptions is the regional growth forecast. In consultation with local planning departments, SACOG prepares an estimated 2035 growth pattern for the region, which was built by examining a wide range of factors in two areas: market forces and policy/regulatory influences. The forecasted growth pattern is based on adopted local government general plans, community plans, specific plans, and other local policies and regulations. Other variables are considered to help refine the sum of the local plans in order to create the most likely future development pattern. However, SACOG's MTP/SCS growth forecast is not just the sum of its 28 member local governments' adopted general plans at any given point in time. The MTP/SCS and local general plans are two related, but different, kinds of planning documents. General plans are by nature aspirational, have widely ranging timeframes and are not comprehensively updated very frequently. The MTP/SCS must be a fiscally and time-constrained plan, with a forecasted growth pattern that is consistent with—not exceeding—the amount of forecasted population, employment, and housing growth for the region by 2035. The transportation investments in the MTP/SCS must be similarly constrained.

Including growth within the MTP/SCS is not a guarantee that it will happen. Likewise, growth in areas outside the MTP/SCS may occur by 2035. The MTP/SCS does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent. Voluntary land use decisions by cities and counties will be critical to the success of this MTP/SCS. Over time, the region has increasingly committed to integrating regional transportation plans and local land use plans so that they reinforce each other in order to minimize regulatory constraints and maximize the opportunities for a steady flow of transportation funds to the region. A survey of local planning efforts in 2012 shows that since 2005, the 28 cities and counties of the SACOG region have been working voluntarily to incorporate the Blueprint principles into their local plans and policies. These efforts are reflected in the MTP/SCS land use forecast.

The MTP/SCS uses the growth and land use forecasts to inform \$35.2 billion of improvements to the regional transportation system. These improvements are evaluated by the degree to which they enhance the performance of the region's transportation system and improve mobility and access for residents of the region over time. The MTP/SCS evaluates these improvements in terms of the land use-transportation connection, vehicle miles traveled, roadway congestion and delay, and transit/non-motorized travel.

The MTP/SCS adopts six guiding principles:

- **Smart Land Use:** Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.
- **Environmental Quality and Sustainability:** Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

- Financial Stewardship: Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.
- Economic Vitality: Efficiently connect people to jobs and get goods to market.
- Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
- Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

The MTP/SCS supports these principles through specific policies and strategies that are largely informed by Blueprint and RUCS, but also include strategies ensuring consistency of the MTP/SCS with SB 375. These policies open a path for qualifying residential/mixed-use projects to use the CEQA streamlining benefits provided under SB 375 (MTPSCS 2012).

Findings

- The City of 2030 Sacramento General Plan is the overarching policy document for all land use decisions within the City Limits.
- The 2030 General Plan defines ten Community Plan areas, all of which have adopted Community Plans.
- Adopted by the City of Sacramento on November 18, 2008, the Housing Element sets forth city policies and strategies for addressing the housing needs for all households in Sacramento for five year period (2008-2013)
- The City of Sacramento adopted the River District Specific Plan and the Sacramento Railyards Specific Plan in 2011 and 2007, respectively. Together, the plans establish planning and design standards for the redevelopment of approximately 1,017 acres of land between the confluence of the American and Sacramento Rivers and the northern edge of downtown Sacramento.
- The City of Sacramento has adopted four Strategic Neighborhood Action Plans (SNAPs) as of 2013. The Ben Ali, Hagginwood, Alkali Flat/Mansion Flats, and Gardenland/Northgate SNAPs identify neighborhood visions, issues, and action strategies for neighborhood enhancement.
- The Sacramento Climate Action Plan, adopted in 2012, sets a course of action for Sacramento to achieve a 15 percent reduction below its 2005 greenhouse gas emissions level by the year 2020
- Other jurisdictions have adopted policies and plans that directly and indirectly affect the City of Sacramento's land use decisions. These jurisdictions include the State of California, Sacramento County, Yolo County, Sutter County, City of West Sacramento, City of Elk Grove, City of Rancho Cordova, and Sacramento Area Council of Governments (SACOG).
- The Preferred Blueprint Scenario, approved by the SACOG Board in December 2004, promotes compact mixed-use development with a mix of densities and provides policy guidance for the General Plan Update. Most member jurisdictions, including the City of Sacramento, have endorsed the Preferred Blueprint Scenario and have incorporated its principles into their local land use policies.

- The Rural-Urban Connections Strategy, created by SACOG in 2008, is designed to help implement the Blueprint through finding methods to help ensure the economic vitality of rural areas of the region, including sustainable transportation and land use, agriculture, natural resources and other uses for the rural landscape.
- The Metropolitan Transportation Plan/Sustainable Communities Strategy, approved by the SACOG Board in 2012, uses growth and land use forecasts to inform \$35.2 billion of improvements to the regional transportation system.

2.3 Community Design

Introduction

The physical form of Sacramento and its design character speak directly to how people experience the City and to their perceptions about the quality of life. Urban form and design character play a critical role in the creation of distinctive places and in establishing a unique identity for the community. While community design and urban form certainly relate to aesthetic character and quality, they also have significant implications for factors such as community vitality, stability and function. For instance, community form can have very real implications, both beneficial and detrimental, for fundamental issues such as provision of public services, public safety, traffic congestion, and transit use. It is worth noting that Sacramento's existing form and character are the products of over a century and a half of growth.

The physical form and character of today's Sacramento is a reflection several factors, some that are unique to the locale and some that reflect broader national trends. As would be expected, local factors, whether the physical landscape or cultural history, tend to be the discriminating features that contribute most to establishing a distinct physical identity for Sacramento, while national factors, such as retail trends and industry standards, tend to generate urban forms and qualities that result in developments that are indistinguishable from those in any other community. Assuming the community's desire is to maintain Sacramento as both a distinct and distinctive place to live and work, the ideal will be to build on and enhance those local features.

Existing Conditions

Framework Elements

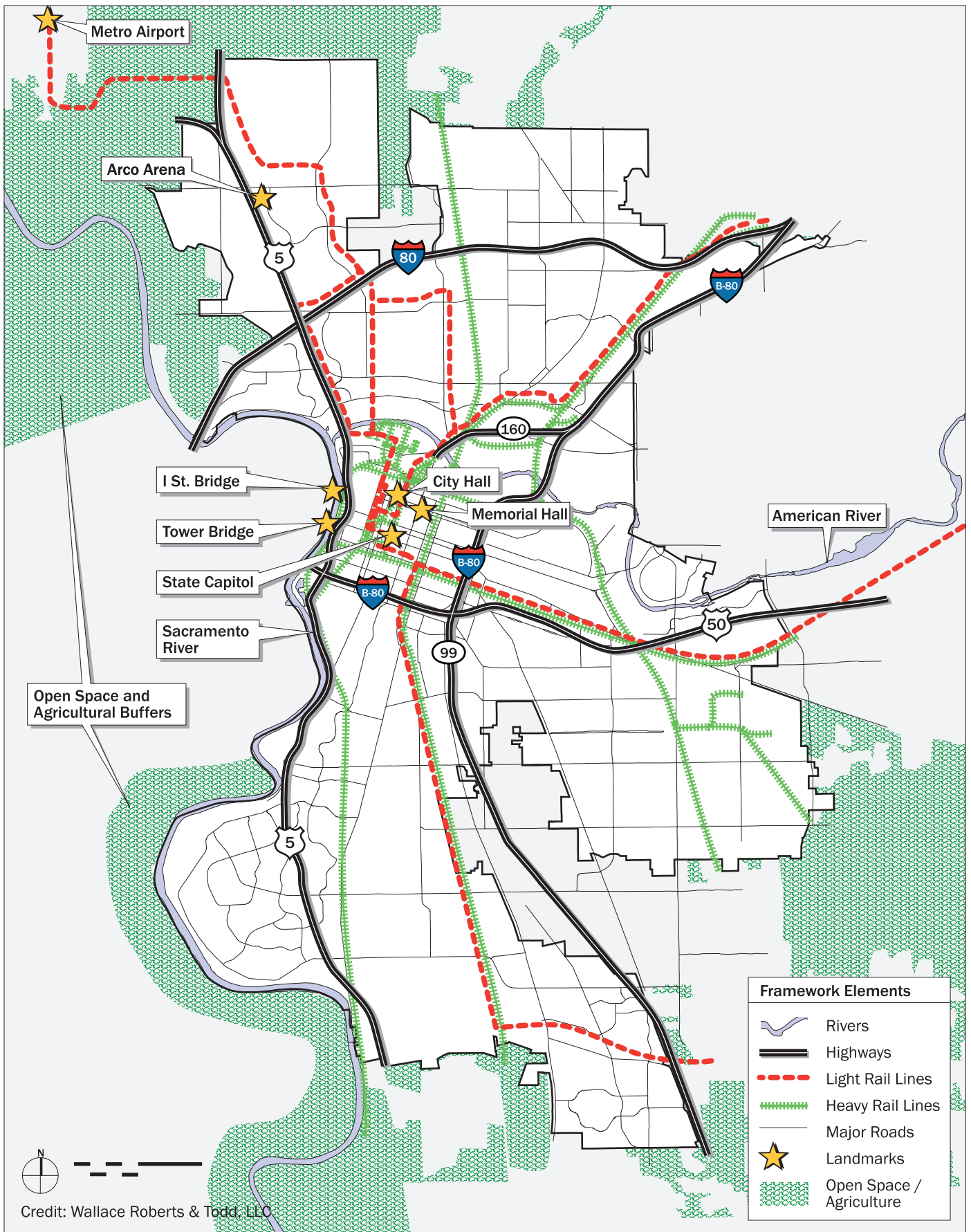
Factors that contribute to Sacramento's design character occur at different scales. If asked, most Sacramentans are likely to associate the City's design character with elements such as specific buildings, streets, parks or districts. While these are the human scale features that give texture and identity to the community, there are also other much larger, macro-scale elements or features that create the framework that shapes the City's form. These "framework" elements include both natural and manmade features.

Natural Elements

Rivers

At the macro scale, Sacramento's landscape has played a significant role in shaping the City's urban form. Sacramento is located at the confluence of the American and Sacramento Rivers, in the broad and flat plain of the Sacramento Valley. These two rivers are significant physical features which help define the community. The Sacramento River provides a very well-defined, and permanent, demarcation of the City's western edge, with the City of West Sacramento occupying the opposite bank. In much the same fashion, the American River served as the City's northern boundary for of Sacramento's first century. However, with the City's northern annexations in the 1960s and 1970s, the American River now forms a line that bisects the City at roughly its north-south midpoint (see Figure 2-12). Today, the rivers create physical breaks in the pattern of development, with the natural vegetation and riparian open space providing visual contrast and relief to urban development (see Figure 2-13).

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City of Sacramento
FIGURE 2-12

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Freeway Overpass



Light Rail Transit



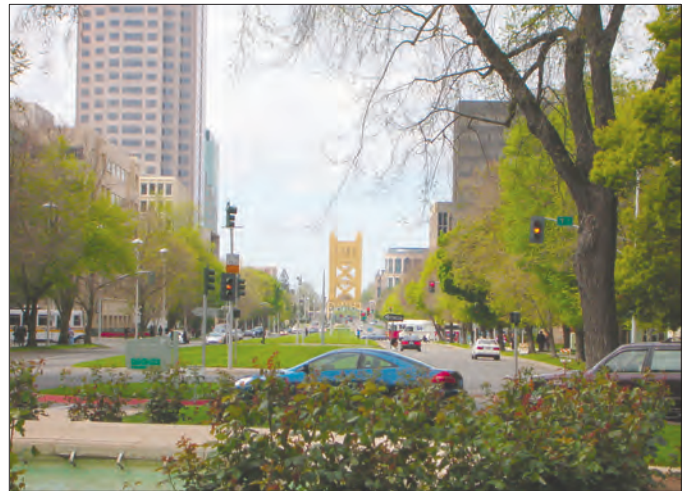
Downtown Skyline



Sacramento River



American River



Capitol Mall and Tower Bridge

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While the riparian corridors serve as important visual and recreational elements within the urban pattern, they also serve as barriers, in part because of the river itself, but also because of the levees that have been built to contain flood waters. The width of the river corridors and the volume of water they carry make bridging them very difficult.

The difficulty of creating convenient physical connections that link neighborhoods on either side of the rivers has implications for both transportation and community identity. Circulation becomes much less direct and less convenient and translates into higher volumes of traffic on the few bridges that do connect both sides of the river. Lack of accessibility means that neighborhoods on either side of the river have little sense of shared community. The sense of discontinuity is heightened even more by the levees which form vertical walls that block off visual access to both the river and neighborhoods beyond.

Rivers, however, can also provide opportunities for the neighborhoods adjacent to them. Old Sacramento, for example, has many waterfront restaurants, shops, and pedestrian walkways. Greenbelts in the Pocket Area and Laguna Area also take advantage of their proximity to the river and creeks. Parks and greenbelts throughout the Policy Area provide access to the rivers and definition to the neighboring communities.

Topography

Sacramento has very little topographic variation with an average elevation of 25 feet above sea level. Being located on a broad river plain has several implications for urban form and community design. First, being flat, the valley provides no logical physical boundaries for the City except its rivers. As a result, Sacramento has had a tendency to sprawl, with the developed area of the City more than quadrupling since 1950s. Second, the flatness of the landscape creates a striking visual contrast with the urban silhouette of downtown high-rises. This is particularly true of the view of Sacramento as one approaches from the northwest, with the downtown skyline becoming visible miles before one enters the City Limits (Figure 2-13). Third, the historic flooding of the Sacramento Valley has created incredibly rich farmland and riparian habitat around the City. This combination of agriculture and habitat creates a rich cultural context that continues to inform a perception of Sacramento that to some extent belies its stature as a major urban center. Fourth, the openness of the landscape setting also allows for distant views to the east of the foothills and snow-capped Sierra Nevadas, which are significant not only for their scenic quality but also their symbolic relationship to Sacramento's birth as a result of the Gold Rush.

Manmade Elements

Freeways

Human intervention also plays an important role in shaping Sacramento's urban form at the macro scale. By far the most significant of these interventions is the system of freeways that pass through the community. The City is subdivided by four major freeway corridors, two north-south corridors and two east-west corridors. Interstate 5 and State Route 99/Business Route 80 extend north-south across the length of the City, framing the Central City area to the west and east respectively. U.S. 50/Business Route 80 and Interstate 80 slice through Sacramento in an east-west direction, with U.S. 50/Business Route 80 skirting the southern edge of the Central City and I-80 bisecting the Natomas and North Sacramento areas. A fifth corridor, State Route 160, slices through the southern tip of North Sacramento between Business Route 80 and the American River.

All of these corridors are multi-lane, limited access roadways that carry high volumes of traffic. In some areas, such as through the downtown, these roadways are elevated, and in others they are barricaded with sound walls, berms and vegetation. In addition to the obvious physical and visual barriers that these corridors create, the traffic noise and air emissions generated from these corridors makes them generally undesirable elements, to which adjacent uses generally turn their backs. The combined effect of these freeway corridors is quite destructive of the physical pattern and social integration of the City. They cut the community into at least 10 subareas that have limited physical or visual access between them. Even when elevated to allow for access between neighborhoods, the looming overhead structures and the deserted sub-structure rights-of-way, create “dead zones” in the social vitality and psychological barriers that divide rather than unify the community (Figure 2-13).

Railroads

While their structural elements are not as dramatic, or obstructive, as the freeway system, rail lines also contribute to the City’s urban form at the macro scale. The City has two types of rail systems, light rail and heavy rail, and each has different implications for urban form and community character. The primary function of the heavy gauge rail system is to serve transportation of freight cargo and some regional transit via Amtrak. Due to the nature of their cargo function, the size and length of the trains, and their speed and noise these rail lines, like the freeways, tend to not be good neighbors for sensitive uses and restrict access between neighborhoods. Given their cargo function the heavy rail lines tend to be located adjacent to industrial and warehouse type uses whose design character is utilitarian and scaled for train and truck traffic and large-scale storage and manufacturing operations. When not being directly served by the railroad, adjacent uses typically turn their backs to the heavy rail corridors.

Light rail systems, on the other hand, are for public transit and are intended to attract people and to serve populated destinations (Figure 2-13). The rails and trains are designed to be more integral to the urban fabric, as in the downtown where light rail lines are located in the center of active urban streets. Thus, unlike the heavy rail lines that create edges and barriers within the community, light rail lines can function as magnets or focal features around which development and people can congregate. Since the City’s three light rail lines are aligned along existing and former heavy rail corridors, the transition from edge condition to focal feature is only partial at this point in time. The high density, mixed use development in the downtown is indicative of light rail’s potential to influence urban form and character, while the outer lying stations still tend to be stand alone elements that are not fully integrated with nor have significantly influenced the surrounding development patterns.

Other Manmade Elements

Other elements that affect the urban form and character of the community at the macro scale include features such as high tension power transmission lines and drainage/irrigation canals. While neither of these has as dramatic an influence on urban form and community character as the freeways or railroads both tend to create physical barriers or breaks in the urban fabric that decrease accessibility between neighborhoods and a shared sense of place or identity. As tall, vertical elements in a predominantly horizontal landscape, the power transmission lines also have a significant visual impact that lends an industrial character to the surrounding landscape.



Tower Bridge



State Capitol



City Hall and Cesar Chavez Park



Tower Theater

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Landmarks

In addition to the linear infrastructure systems, there are also discrete manmade elements within the landscape that serve as landmarks that inform City character. Often these landmarks are buildings, but they can also include other types of structures. Through their scale and/or distinctive design, landmarks become reference points within the City that provide structure and orientation, and contribute to the design character to the surrounding area. Certainly the Capitol building and Tower Bridge are two key landmarks in Sacramento, and their juxtaposition at either end of Capitol Mall serves to enhance their significance and memorability. Together, Tower Bridge, Capitol Mall and the Capitol Building create a dramatic gateway entrance to the Central City that establishes a unique sense of place that has a graciousness of proportion and civic formality that is appropriate for the State Capitol.

Several other historic buildings in the Central City serve as memorable landmarks, including City Hall, Memorial Auditorium, the Elks Building, and the historic train station in the rail yards. Buildings such as the Tower Theater, with its Art Deco tower, give character and distinction to the Broadway commercial corridor (Figure 2-14). Contemporary buildings also serve as landmarks, with the Arco Arena in North Natomas being the most obvious example. In addition to Tower Bridge, the I Street Bridge and Water In-take structure on the Sacramento River are two other distinctive infrastructure landmarks.

In addition to buildings and structures, parks can also serve as landmarks within the City. As alluded to above, Capitol Mall plays a critical role in organizing the entry experience to the downtown and the State Capitol. Similarly, formal parks such as Capitol Park, Curtis Park, and McKinley Park all are distinctive landmarks that contribute to the identity and formal structure of the neighborhoods in which they are located.

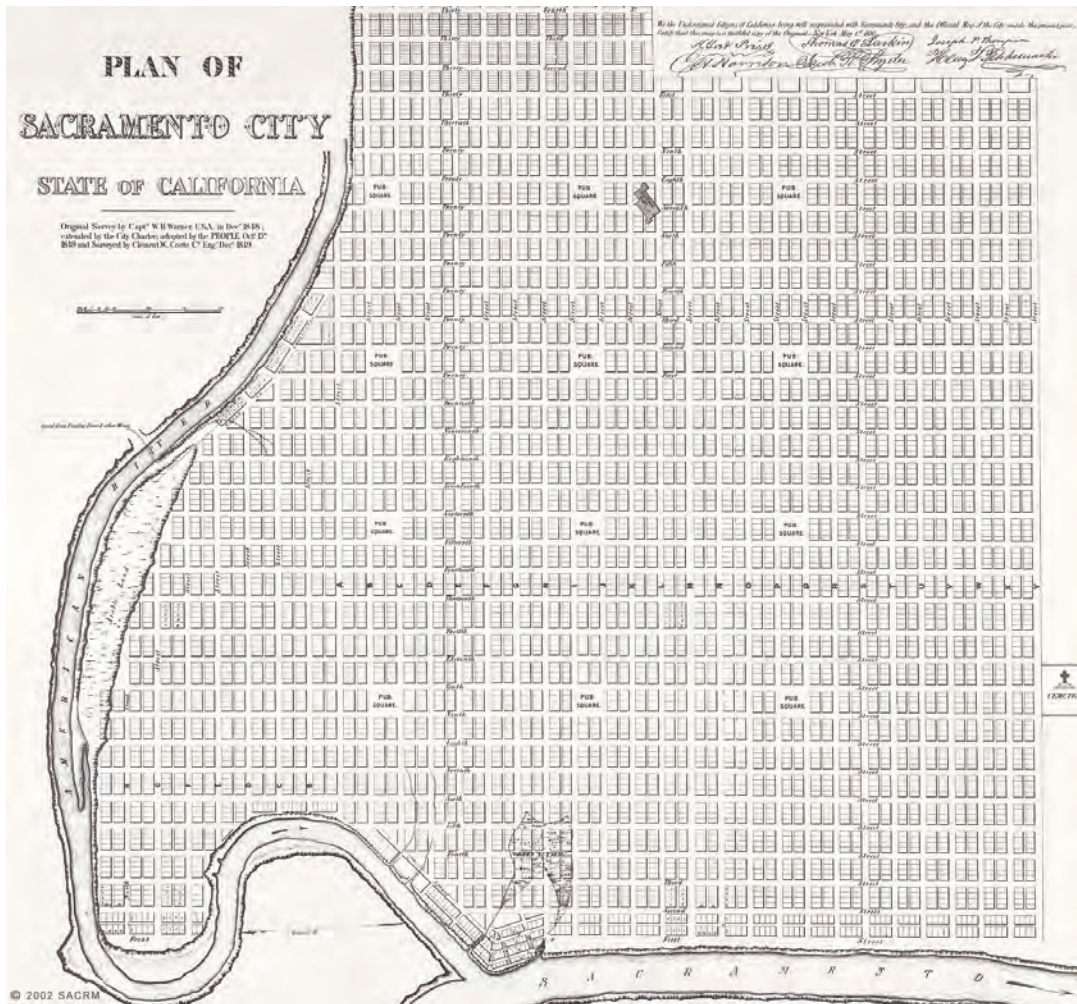
Evolution of City Form

To understand why Sacramento looks the way it does today, it is useful to examine how it came to have its current form and character. One of the key lessons from that history is the role of transportation in shaping Sacramento from its origins in the mid-19th century to the present.

Sacramento was established from a land grant to John Sutter by the Mexican Government in 1839, but the form of today's City did not emerge until 1849 with the discovery of gold in the Sierras. It was at this point that John Sutter, Jr. had an official plan for the City prepared and a City charter was adopted. Sacramento quickly became a transportation hub for prospectors and supplies on their way to the gold fields. Gold seekers arriving in San Francisco took steamships up the river to Sacramento, where they disembarked at Sacramento and transferred to wagons for the remainder of the journey. The original City platting establishes the rectilinear grid of streets that is now the Central City, including the lettered streets North B through Y (now Broadway), and the numbered cross-streets First through Thirty-Fourth (Figure 2-15).

Unlike many western cities whose streets respond to the north-south/east-west orientation of the United States Geological Survey's township and section lines, the City's original street grid was oriented to the Sacramento River in recognition of the importance of the riverfront to the new City. Early drawings show First (or Front Street) as a bustling embarcadero paralleling the riverfront with buildings on the east side of First Street facing out onto a waterfront lined with docks and ships (Figure 2.-15). All of the lettered streets extended down to the waterfront without interruption.

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Original Town Platt, 1849



Aerial Perspective of Sacramento Riverfront, 1857

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Besides the waterfront, the City's earliest businesses established along J Street, the main route from the river to the gold fields.

The pattern of today's Central City is remarkably true to the original platting maintaining the rectilinear grid of 365-foot square blocks. The most obvious difference is the failure of the area north of C Street to build out as platted due to flooding problems. Also, beginning in 1860, a 10 block area was set aside for the construction of the Capitol building and Capitol Park.

Although water transport helped establish the City, rail transportation soon became a more significant element in the City's growth. In 1856, Sacramento became the first California City to have a railroad with the establishment of the Sacramento Valley Railroad which ran from the waterfront east along R Street, and what is now Folsom Boulevard, to Folsom. By 1869, Sacramento was the western terminus of the nation's first transcontinental railroad, and the Southern Pacific Railroad located its rail yards atop the filled American River slough, adjacent to the Sacramento River, with its rail line extending east along the alignment of B Street. Rail expansion continued in the late 19th century and early 20th century with a Southern Pacific line extending south along the riverfront from their rail yards, a Western Pacific line extending north-south through the Central City along 20th Street, and a Central California Traction Co. line extending east from the riverfront along X Street and Stockton Boulevard.

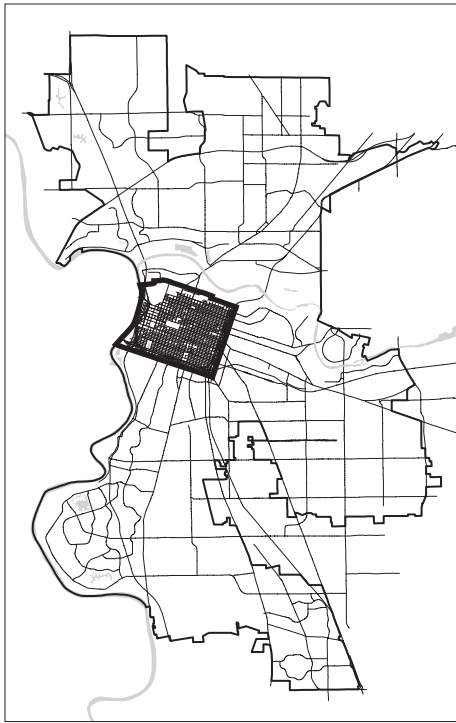
While a boon to the City's growth, this increase in rail traffic affected City form in two ways: it resulted in increased industrialization of the waterfront and greater obstruction of the previously unimpeded contact with and orientation to the river from the Central City neighborhoods.

On the other hand, rail transportation not only facilitated intercity travel and commerce, it also facilitated City growth beyond its initial platting. The development of Oak Park, the City's first suburb, was facilitated by the City's streetcar network. By 1894, Sacramento had eight streetcar lines extending out from the Southern Pacific Depot. By 1911, the 'streetcar suburbs' to the east and south, including Land Park, Curtis Park, Oak Park, Tahoe Park and East Sacramento, had an estimated population of 15,000 and were annexed into the City, thereby tripling the City's land area.

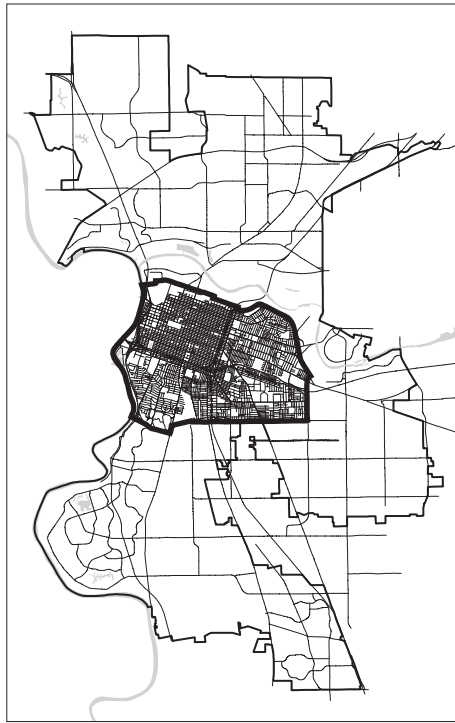
Figure 2-16 shows the historic growth of Sacramento from its establishment in 1849 to the present, beginning with the original town platting, the 1911 annexations referenced above, and then subsequent annexations up to the present.

During and following World War I, the Central City continued to develop as State government facilities expanded and the City built its own civic buildings in the City Beautiful style. Development in East Sacramento was supported by the establishment of institutions such as Mercy and Sutter hospitals, the Turner Hall German-American Cultural Center, and the American Can Company factory. The two World Wars and the Great Depression slowed Sacramento's outward expansion, with no new annexations occurring between 1911 and the end of World War II. By 1950, limited expansion occurred in the east with the annexation of the River Park, Colonial Village, Colonial Heights, Tallac Village, Lawrence Park, and Fruitridge Manor neighborhoods.

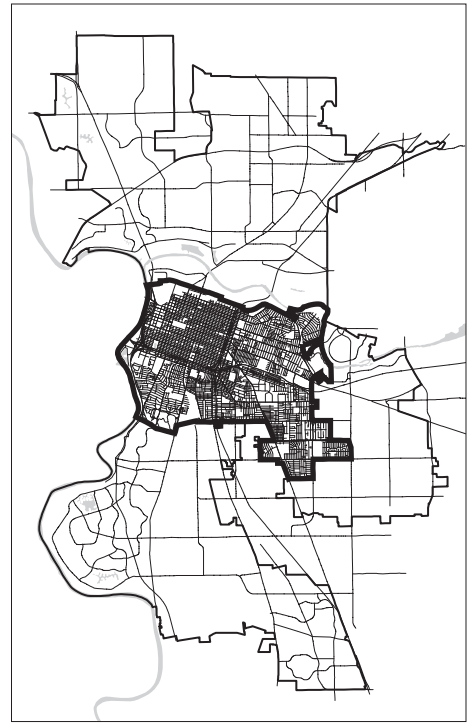
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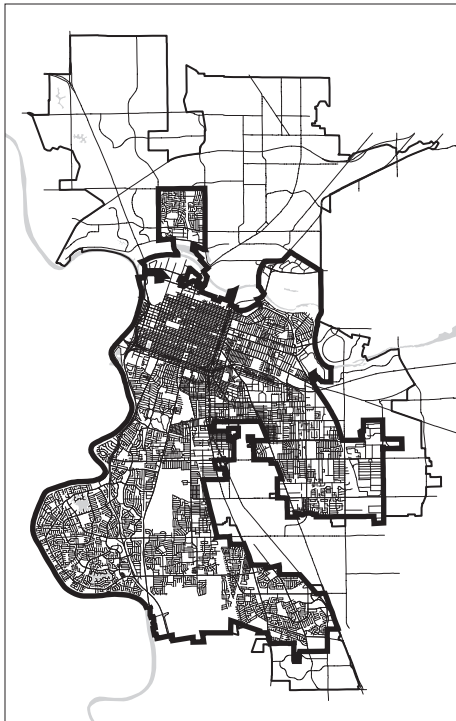
1849



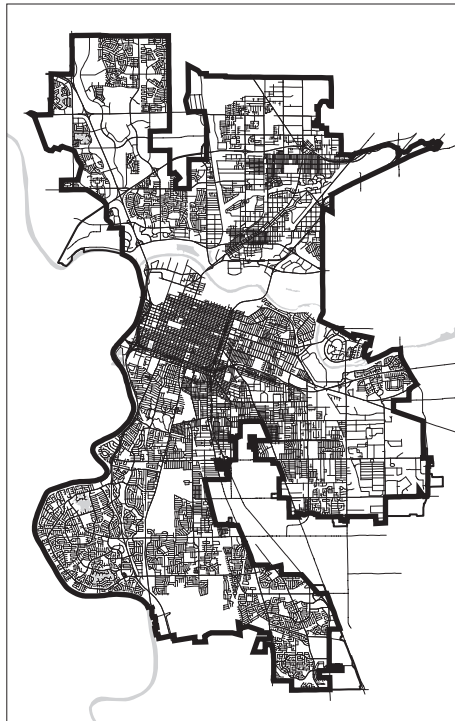
1911



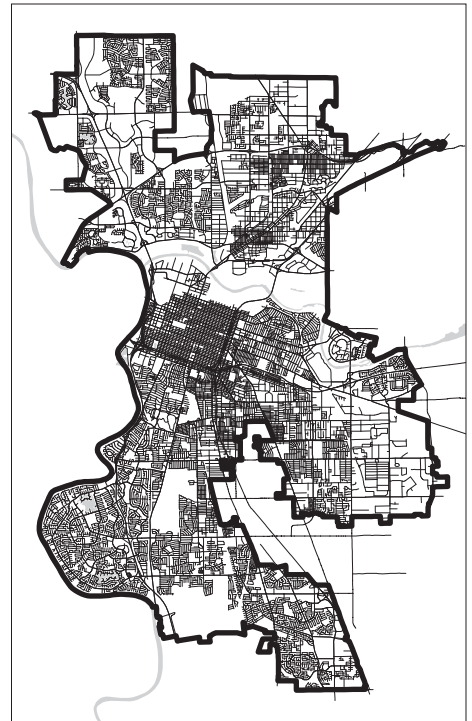
1950



1960



1970



2005

Credit: Wallace Roberts & Todd, LLC

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As shown in Figure 2-16, prior to 1960 Sacramento grew primarily to the south and east. City expansion north of the American River was slowed by the limited crossings of the American River and the ownership pattern. The land north of the river was part of a different Mexican land grant, Rancho Del Paso, and remained in single ownership until 1910 when some subdivision began. Rail service allowed small towns, such as Rio Linda and North Sacramento to form. In 1924, the City of North Sacramento incorporated as an independent City. During World War II, defense and related industrial employment demands brought new workers to Sacramento, including African American workers at McClellan Air Force Base who built shacks and settled in Del Paso Heights after being excluded from the housing market. Although not annexed until the 1960s, the development patterns in North Sacramento and Del Paso reflect an older pre-suburban concept of neighborhood development that is less automobile-oriented.

Beginning with the year that World War II ended, Sacramento began a period of unprecedented growth aided by the growing post-war economy, strong housing demand, and the national trend toward suburbanization. Over the next two and half decades, Sacramento incorporated land, most of it undeveloped, at a voracious rate. Annexation during this period was initially focused toward the south, though beginning around 1960, the City began to annex large areas to the north, including the Natomas, Northgate, and Gardenland areas. In 1964, the City of North Sacramento was annexed into the City of Sacramento. From 1946 to 1970, the City of Sacramento added nearly 60,000 acres of land, expanding almost seven times its 1945 size of just over 9,000 acres. Despite Sacramento's many annexations, substantial residential and commercial growth still occurred on unincorporated lands outside the City's boundaries.

This massive post-war expansion was made possible by the dramatic growth in automobile ownership and the development of freeways, such as Interstates 80 and 5 and U.S. 50, which allowed quick travel to once outlying areas. The freeways, however, also disrupted existing development as land was cleared for this new infrastructure and created barriers between historically connected neighborhoods. The construction of I-5 dramatically altered the relationship of the Central City to the Sacramento Riverfront, creating a barely penetrable barrier between the two and threatening the very existence of Old Sacramento. Only vocal protests and a historic designation finally saved Old Sacramento from demolition.

The influence of the automobile not only affected the geographic extent of the City. It also had profound implications for the design of new neighborhoods. Sacramento's older historic neighborhoods were designed for a period when walking and horse-drawn vehicles were the predominant modes of transit. As a result these neighborhoods are compact and scaled to the pedestrian, with short blocks and an interconnected grid of streets. They also tended to have a mix of uses because people could less easily travel long distances for goods and services. With the advent of the automobile neighborhoods became less dense and blocks grew larger, scaled to the speed of car rather than the pedestrian, and uses became more segregated. Residential design also changed to accommodate the automobile. Garages and driveways became more prominent features. Whereas in the historic neighborhoods the street served important civic and social function where people could interact and buildings were set close to the public right-of-way, the auto-oriented suburbs abandoned their streets to cars and set their buildings far back from the public right-of-way.

As residents moved out to these new 'freeway suburbs', retailers followed them in a new built form suited to the suburban lifestyle: the shopping mall. In 1954, the first large shopping mall, Country Club Shopping Center opened and was soon followed by others such as Southgate and Florin Center.

Since 1970, annexations have become infrequent and small in size even though the City's population continues to grow, increasing from 250,000 in 1970 to over 400,000 in 2000. This growth has been accommodated within existing City boundaries on land annexed in the preceding decades. Even with this growth, there remain substantial areas of land in North Natomas, North Sacramento, South Sacramento, and the Airport Meadowview planning areas that remain undeveloped or lightly developed. In addition to these outlying areas, there are also significant redevelopment areas in the City core, such as the Railyards, Richards Boulevard, and Docks areas, that are targeted for new higher density development. However, future development is likely to also occur outside existing City boundaries. The future will be less about establishing new forms and patterns as the City expands outward, but about working within the infrastructure framework and development patterns that are already established.

Whereas water, rail and automobile transportation historically have played a significant role in shaping Sacramento's form and character, light rail may be the next major transportation influence on the City's form as existing and proposed light rail corridors become a focus of new development and station areas such as 65th Street and Swanston are targeted for higher density mixed use development to support transit ridership and enhance social and economic vitality.

In summary, Sacramento's urban form and character remain a work in progress. While the development patterns of the past are a physical legacy with which the City must live, it is not a static condition. The physical form of the City will be resistant to change, but the City is dynamic and will continue to grow and change in response to economic, social, and political forces.

Community Building Blocks

As one moves down in scale from the macro or Citywide scale to a more location-specific scale, three basic community building blocks can be used to describe Sacramento's urban character: neighborhoods, districts, and corridors. These components are useful for both analysis of existing patterns and character and for prescribing future policy direction.

Neighborhoods

Neighborhoods are the fundamental building blocks of the City. More than the City as a whole, neighborhoods are the areas with which people can most identify. Neighborhoods can vary in their land use composition, but generally consist of predominantly residential uses supplemented by public facilities such as parks and schools and in some instances by local-serving retail services.

Neighborhoods are defined by a number of factors. Externally, neighborhoods can be defined by natural features, such as the American or Sacramento rivers, or by manmade features such as freeways, arterial roadways, rail lines, and canals. Most often however, they are defined by inherent qualities such as their historic identity, physical character, or some other unifying feature. In some cases, particularly in newer development areas, neighborhoods can be defined by little more than a developer's marketing concept.

Ideally, neighborhoods are not just visually or physically defined, but also serve as functional social units within the community where people know their neighbors and can safely live, work, play, shop, and go to school. Each of the City's neighborhoods has elements or characteristics that are unique and sources of community pride, but many also have characteristics that may be problematic. From a community design perspective the goal is to build upon and enhance these neighborhood assets and resolve their problems.

Districts

Whereas the focus of neighborhoods is their residential component, the defining element of a district tends to be a dominant single use or focal point, such as the State Capitol and State government center, the UC Davis Medical Center, Sacramento State University, and Cal Expo. Districts can also be defined more generally by a common pattern of use such as the City's industrial districts. Districts that have a primary tenant or function may have a distinctive physical layout or design character, but more commonly districts are defined by the functional characteristics associated with their primary use. As a result, district urban form and character can vary greatly, generating forms as diverse as Cal Expo, the Florin/Fruitridge industrial area, and the State government center.

Corridors

Corridors are connectors of districts and neighborhoods, and include boulevards, arterial streets, and light rail lines. The defining elements of a corridor are twofold: its function as a connector of destinations within the community and its function as a transportation route. Sacramento has a number of key corridors that fit this description, including: Freeport, Franklin, Stockton, Folsom, Del Paso, and Northgate boulevards, and the South, Northwest and Folsom light rail lines. Each of these is a primary route that links the downtown to the outlying portions of the City or interconnects districts.

The combination of connector and transportation route combines to make corridors a magnet for certain uses, but also generate significant community design issues. As regional connectors, corridors are particularly attractive to commercial uses that desire the high visibility, high volumes of passby traffic, and convenient access. This strong orientation to automobile traffic creates design challenges to simultaneously maintain a safe and attractive environment for pedestrians. Corridors can also result in narrow parcels that are shallow in depth and abut residential neighborhoods, which make it unsuitable for contemporary retail uses and can often create land use incompatibilities related to noise and traffic. Also, as long linear elements within the City, corridors are areas of transition and are difficult to design so that there is differentiation from one segment to the next or that one has a sense of place.

Urban Form Analysis

Methodology

In order to establish a basis for discussing community design during the General Plan Update process, a Citywide urban form analysis has been conducted to assess the development patterns and urban forms that currently comprise the City. Rather than providing a detailed description that addresses the specifics of each neighborhood or district in the City, the analysis employs prototypical forms and patterns to provide a broad characterization of the City's development patterns and design character.

The analysis evaluates sixteen different areas of the City including a cross-section of residential and non-residential development types as well as a range of areas representing different eras from the City's history. The analysis areas were initially selected based on location of distinctive development patterns identified from aerial photographs. These areas were then reviewed with City Planning staff and supplemented as necessary to ensure a broad and inclusive cross-section of neighborhoods and districts.

Within each of the selected analysis areas a 100-acre “window” was identified that typified the area’s development pattern. This 100-acre area was then used as a basis for a graphic analysis of each area that depicted street layouts, building form and coverage, as well as block and parcel size.

Evaluation Criteria

The initial graphic analysis employs six criteria to characterize each area:

- Block size.
- Block dimensions (length/width ratio).
- Parcel size.
- Intersections.
- Through streets.
- Neighborhood access points.

It is worth noting that each of these criteria can be assessed through an examination of the street system. This highlights the critical role that circulation plays in the establishment of urban form and character. In essence, the street system forms the skeleton or framework onto which the urban fabric is established. Throughout the history of Sacramento, the design of the street system has had significant implications for urban form, function, and character.

As discussed in the preceding Evolution of City Form section, the advent of the automobile as the primary mode of transportation greatly altered the pattern of development in Sacramento. Two related trends, directly associated with the rise of the automobile, can be seen in the transition from the design of the historic 19th Century neighborhood to that of the 20th Century neighborhood: a decrease in connectivity between neighborhoods and a decrease in pedestrian orientation.

In response to the automobile’s ability to travel long distances quickly, streets and neighborhoods began to be designed to accommodate and adapt to this characteristic. As the automobile grew in popularity and prominence, neighborhood streets began to be designed to be wider and blocks longer in response to the car. This can be seen in the difference between the small, square blocks in historic Midtown neighborhoods and the more elongated blocks in early 20th Century neighborhoods such as River Park and Land Park.

However, as the number and speed of automobiles increased, the highly interconnected grid system of streets in these older neighborhoods began to be seen as incompatible with residential uses. Thus, in the suburban boom following World War II, subdivision design began incorporating features to restrict traffic flow within residential neighborhoods. Cul-de-sacs became a prominent feature of the post-World War II neighborhood, as did looped roads and curvilinear streets that work to slow traffic. Frequently, adjacent subdivisions were built without any interconnecting streets in order to reduce traffic flow from neighborhood to neighborhood. Of course a side affect of the proliferation of dead-end, looped and curvilinear streets, was a reduction in the number of direct travel routes and a resultant increase in travel distances. This in turn has the dual impact of discouraging walking and increasing vehicular fuel consumption.

A by-product of restricting internal neighborhood traffic flow is the need for larger collector and arterial streets as more cars are forced onto fewer through roadways. This, in turn, increases the potential for congestion since there are fewer alternative connections when traffic gets bad. Designed to carry high traffic volumes at relatively high speeds, these collectors and arterial streets are difficult to cross and provide unattractive environments for pedestrians and bicyclists, further discouraging alternative modes of travel.

The following provides a brief description of the criteria used to analyze Sacramento's existing urban form:

- **Block Size.** The average size or area of a neighborhood block is an indicator of scale within the urban environment. Typically, smaller blocks have a more human scale that supports greater pedestrian activity. In Sacramento, block sizes range from about 2.5 acres in the Midtown area to 27 acres in rural transition areas such as Robla. In the loop and cul-de-sac style neighborhoods, the average block size can be difficult to determine and somewhat misleading as short cul-de-sacs can offset larger undivided corridors.
- **Block Dimensions.** Closely related to block size, the proportions of a block also affect neighborhood character and pedestrian activity. Longer blocks tend to encourage higher traffic speeds and discourage pedestrian activity, making it more difficult to move efficiently through a neighborhood. The length/width ratio of a block also plays an important role in building types and the location of parking with deeper blocks providing greater flexibility. While the square blocks of downtown Sacramento have a 1:1 length to width ratio, neighborhoods such as River Park have an average length to width ratio of 7:1 (i.e., seven times longer than wide).
- **Parcel Size.** Like block size and dimensions, parcel size is an indicator of scale within any particular neighborhood or district. Smaller parcels typically result in a finer grained development pattern that is more human scaled and thus more pedestrian oriented. Conversely areas with large monolithic parcels typically are more automobile oriented. In Sacramento's residential neighborhoods the average parcel sizes range from 0.15 acres in the pre-World War II neighborhoods, to 0.60 acres in the semi-rural Robla area. In retail areas, the range includes average parcel sizes of 0.15 acres along J Street up to 3.7 acres at the Arden Fair Shopping Center.
- **Intersections.** The number of intersections can be a good indication of a neighborhood's internal level of accessibility. Typically a higher number of intersections translates into more travel route options within a neighborhood and greater dispersion of traffic volumes. Conversely, fewer intersections can indicate greater dependence on a few high volume collector streets to accommodate through traffic. The street systems in Midtown and East Sacramento have the highest numbers of intersections due both to their grid layout and the use of alleys as supplementary access ways. While loop and cul-de-sac neighborhoods like Greenhaven have the fewest for a fully developed area (i.e., not including rural areas).
- **Through Streets.** Through streets (i.e., non-dead end streets) provide accessibility by traversing the length or width of a neighborhood. The number of through streets within a neighborhood can indicate the relative ease and directness with which one can travel within or through a neighborhood. The grid, and modified grid, systems of streets that characterize neighborhoods such as Midtown, River Park, and Land Park all

have a high number of through streets, while later loop and cul-de-sac neighborhoods such as Greenhaven may have only half as many. At times, however, the number of non-dead end streets in a neighborhood can be somewhat deceiving. In South Natomas, for example, the number of cul-de-sacs has been limited but the prominence of looped streets means the true number of through roads is much less than suggested by the analysis.

- **Neighborhood Access Points.** The number of access points, or streets that connect a neighborhood with adjoining areas and the City as a whole, is another indicator of a neighborhood's level of accessibility. As with intersections and through streets the older grid-based neighborhoods in downtown and surrounding areas have the greatest number of access points, while newer developments such as those in North Natomas may have only a handful. While access to some neighborhoods is physically constrained, such as Pocket and Greenhaven by I-5, other neighborhoods such as those in North Natomas have been designed so that only a couple key collectors provide access in and out of these neighborhoods.

Following the graphic analysis each area was visited, photographed, and evaluated according to a second, more detailed set of criteria. These criteria address two broad areas relating to community design: the streetscape character and the development character. While closely related, and certainly experienced as one, streetscape character addresses primarily the public realm and development character addresses primarily the private realm.

The evaluation of streetscape character focused on the relationship between the vehicular and pedestrian zones, with an emphasis on factors that would affect the quality of the pedestrian experience. The factors evaluated, included:

- **Width of Street.** The width of the street influences the pedestrian's perception of the streetscape. The wider the street is the less the pedestrian is able to visually take in both sides of the corridor and the greater the sense that vehicular traffic is the priority use (i.e., pedestrians are of lesser importance).
- **Number of Travel Lanes.** The more vehicular travel lanes there are, the greater the difficulty for pedestrians to cross from one side to the other, and the greater the potential for conflict pedestrian/vehicular conflict.
- **Number of Curb Cuts.** The more curb cuts and driveways there are along the street, the greater the intrusion of automobiles into the pedestrian zone and the potential for conflict between pedestrians and vehicles.
- **Width of Sidewalks.** The width and location of sidewalks influences the pedestrian's sense of safety from the adjacent roadway and the relative importance of pedestrian activity to the street.
- **Number of Street Trees.** The number and placement of street trees speaks to the level of concern for the comfort of pedestrians and the desire for an attractive streetscape.
- **Type of Parking.** The presence of on-street parking creates a buffer between pedestrians and moving traffic, and increases pedestrian activity by allowing people to park in front their destinations.

The factors that were evaluated relating to development character, included:

- **Front Yard Setbacks.** The location of buildings in relation to the public right-of-way has a great deal to do with the vitality of the pedestrian environment. Buildings that are set close to the sidewalk create spatial definition for the public realm and contribute to the pedestrian activity by having front doors on the street.
- **Side Building Setbacks.** The amount of space between buildings affects the continuity of the streetscape façade. Typically, the greater the linear continuity of the building façade is (i.e., without major breaks for parking lots, etc.), the better the definition of the public realm and the better the streetscape character.
- **Building Heights.** As with front yard and side yard setbacks, the height of buildings plays a very important role in giving definition to and visually activating the public realm of the streetscape.
- **Building Orientation.** Where buildings have their front doors plays a critical role in the vitality of the public streetscape. Buildings whose front doors open onto the public sidewalk contribute much more than those that front onto parking lots.
- **Percent of Frontage.** Related to side yard setbacks, the amount of street frontage that is occupied by building façade is an important factor in defining and activating the pedestrian realm.
- **Location of On-site Parking.** The location of off-street (i.e., on-site) parking plays a critical role in the pedestrian vitality of public streetscape. Locating parking between sidewalks and buildings significantly compromises value of the pedestrian zone and creates numerous conflicts between pedestrians and vehicles.

Urban Form Analysis Areas

The sixteen areas selected for analysis included three broad categories of neighborhood or district type based on their predominant land use: residential, retail, and employment. Each was selected because it represented a different built form and/or a variation on a built form representing a certain time period.

The residential development types and specific analysis areas include:

- Traditional Town Grid (circa 1900) – Midtown Neighborhood.
- Modified Town Grid (pre-World War II) – East Sacramento Neighborhood.
- Early Auto-Oriented Subdivision (circa 1950) – River Park Neighborhood.
- Planned Unit Development (circa 1960) – Greenhaven Neighborhood.
- Later Auto-Oriented Subdivision (circa 1980) – South Natomas Neighborhood.
- Master Planned Neighborhood (circa 2000) – Natomas Park Neighborhood.
- Rural Transition – Robla Neighborhood.

The retail development types and specific analysis areas include:

- Central Business District – Downtown.
- Town Center – Natomas Town Center.
- Regional Retail Center – Arden Fair.

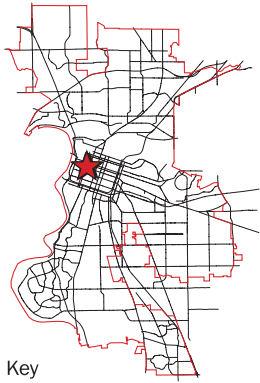
- Community/Neighborhood Retail Center – Florin Road @ 24th Street.
- Traditional (Pedestrian-oriented) Commercial Corridor – J Street.
- Strip (Auto-oriented) Commercial Corridor – Franklin Boulevard.

The employment development types and specific analysis areas include:

- Campus Office Park – Gateway/Natomas Corporate Center.
- Light Industrial/Office Park – Pell/Main Industrial Park.
- Traditional Industrial/Manufacturing – Florin Fruitridge Industrial Park.

Figures 2-17 through 2-24 show the graphic analysis of the sixteen selected areas. Figures 2-25 through 2-40 summarize key characteristics and provide photographs of each of the sixteen Urban Form Analysis Areas.

Central Business District
Example: Downtown

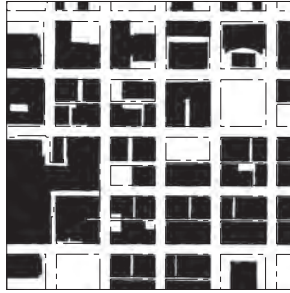


Aerial Photograph



100 Acre Analysis Area

Built Form

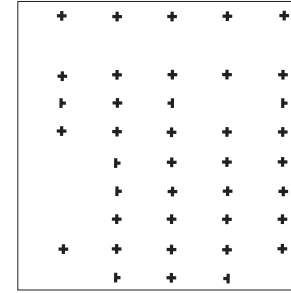


Blocks and Parcels



Average Block Size: 2.5 ac

Intersections



No. of Intersections: 39

Through Streets

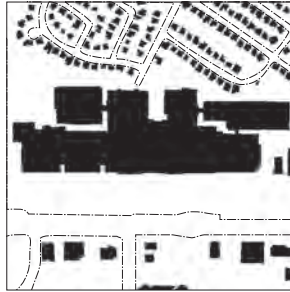


No. of Through Streets: 14

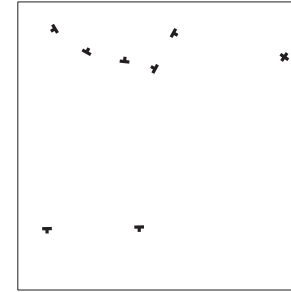
Regional Retail Center
Example: Arden Fair



100 Acre Analysis Area



Average Block Size: 17.5 ac



No. of Intersections: 9



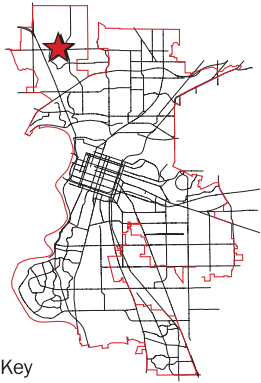
No. of Through Streets: 3

Credit: Wallace Roberts & Todd, LLC

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Town Center

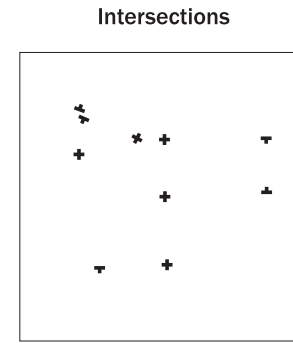
Example:
Natomas Town Center



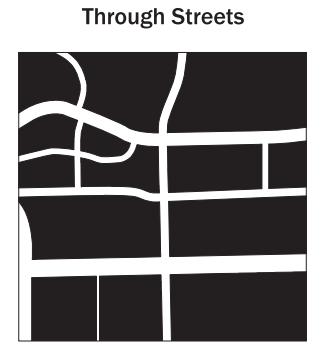
100 Acre Analysis Area



Average Block Size: 5.5 ac



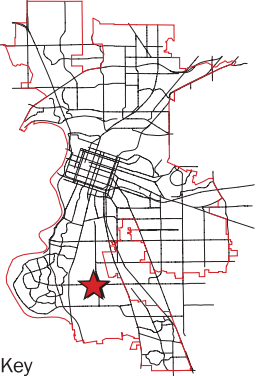
No. of Intersections: 10



No. of Through Streets: 8

**Community/Neighborhood
Retail Center**

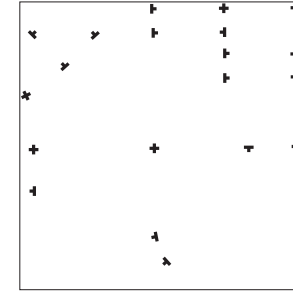
Example:
Florin Road & 24th Street



100 Acre Analysis Area



Average Block Size: 9.0 ac



No. of Intersections: 20



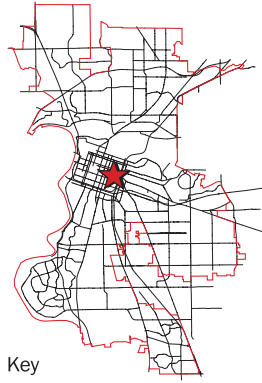
No. of Through Streets: 8

Credit: Wallace Roberts & Todd, LLC

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**Traditional
(Pedestrian Oriented)
Commercial Corridor**

Example: J Street



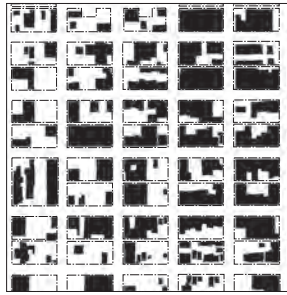
Key

Aerial Photograph

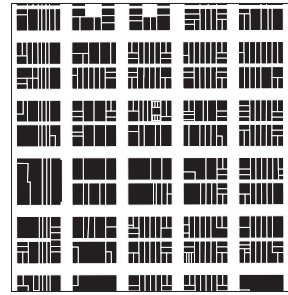


100 Acre Analysis Area

Built Form

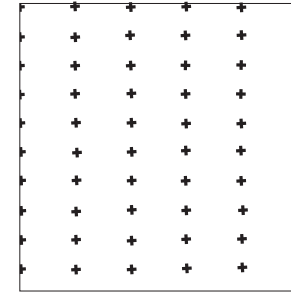


Blocks and Parcels



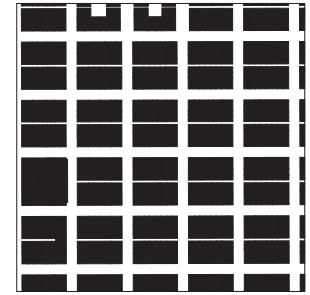
Average Block Size: 2.5 ac

Intersections



No. of Intersections: 60

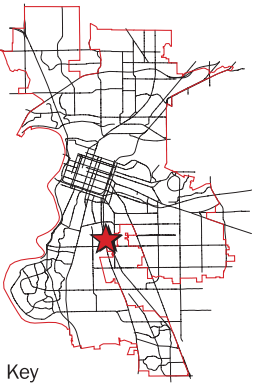
Through Streets



No. of Through Streets: 16

**Strip (Auto-Oriented)
Commercial Corridor**

Example: Franklin Avenue



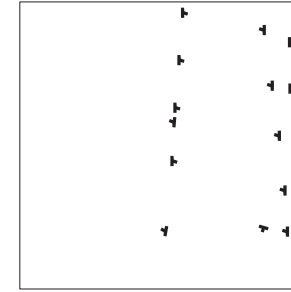
Key



100 Acre Analysis Area



Average Block Size: 3.0 ac



No. of Intersections: 15



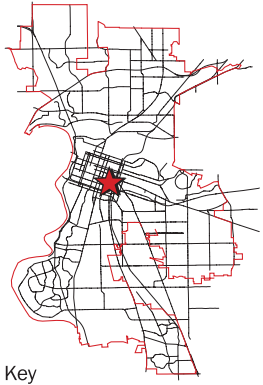
No. of Through Streets: 8

Credit: Wallace Roberts & Todd, LLC

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**Traditional Town Grid
(circa 1900)**

Example: Mid-Town



Key

Aerial Photograph

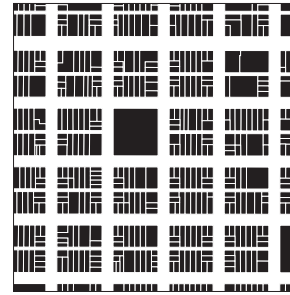


100 Acre Analysis Area

Built Form

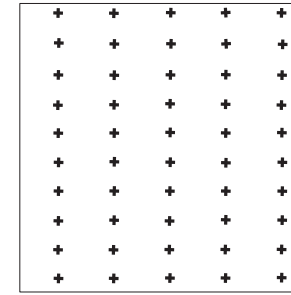


Blocks and Parcels



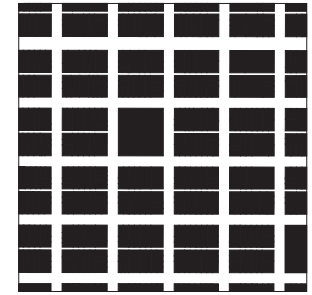
Average Block Size: 2.5 ac

Intersections



No. of Intersections: 50

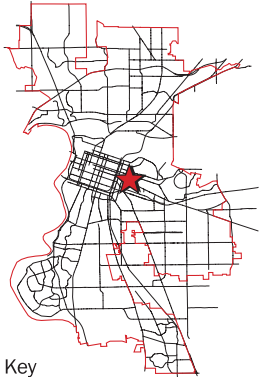
Through Streets



No. of Through Streets: 15

**Modified Town Grid
(pre-WWII)**

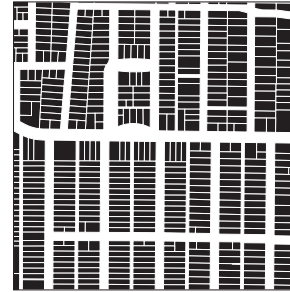
Example:
East Sacramento



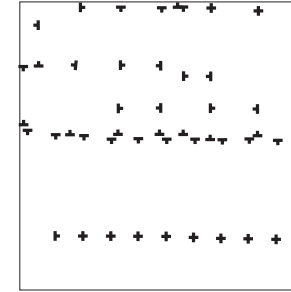
Key



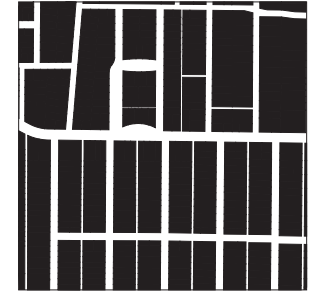
100 Acre Analysis Area



Average Block Size: 5.0 ac



No. of Intersections: 46



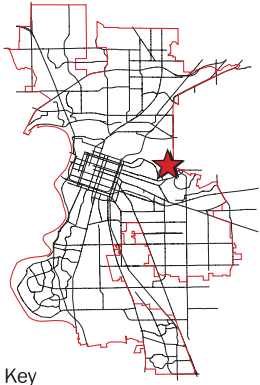
No. of Through Streets: 20

Credit: Wallace Roberts & Todd, LLC

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**Early Auto-Oriented
Subdivision
(circa 1950)**

Example: River Park



Key

Aerial Photograph



100 Acre Analysis Area

Built Form

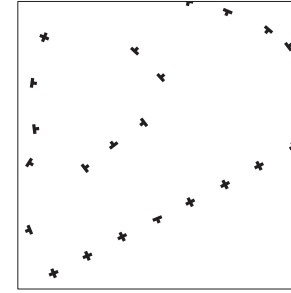


Blocks and Parcels



Average Block Size: 7.0 ac

Intersections



No. of Intersections: 22

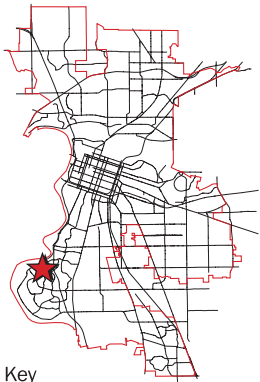
Through Streets



No. of Through Streets: 16

**Planned Unit Development
(circa 1960)**

Example: Greenhaven



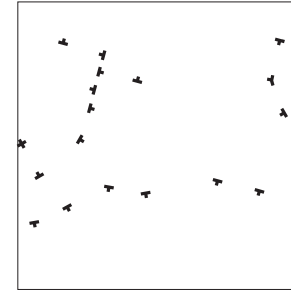
Key



100 Acre Analysis Area



Average Block Size: 3.0 ac



No. of Intersections: 21



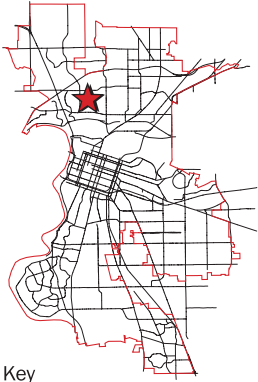
No. of Through Streets: 9

Credit: Wallace Roberts & Todd, LLC

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**Later Auto-Oriented
Subdivision
(circa 1980)**

Example: South Natomas



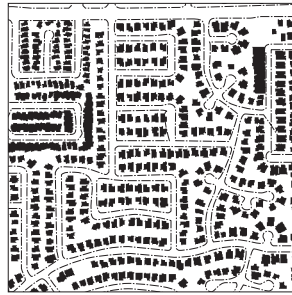
Key

Aerial Photograph



100 Acre Analysis Area

Built Form

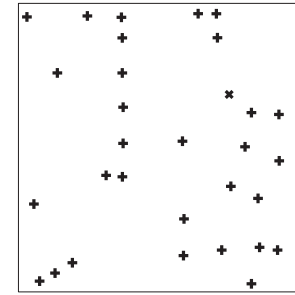


Blocks and Parcels



Average Block Size: 6.0 ac

Intersections



No. of Intersections: 31

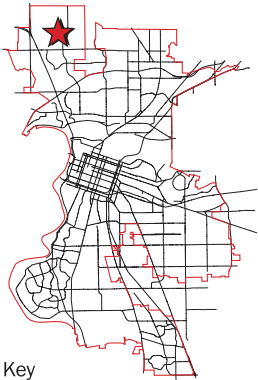
Through Streets



No. of Through Streets: 13

**Master Planned
Neighborhood
(circa 2000)**

Example: Natomas Park



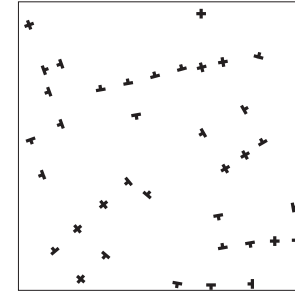
Key



100 Acre Analysis Area



Average Block Size: 37.0 ac



No. of Intersections: 8

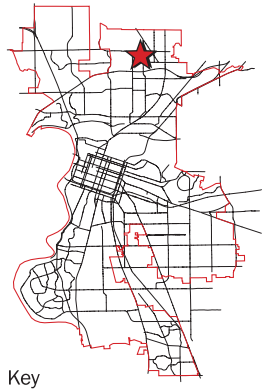


No. of Through Streets: 6

Credit: Wallace Roberts & Todd, LLC

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Rural Transition
Example: Robla



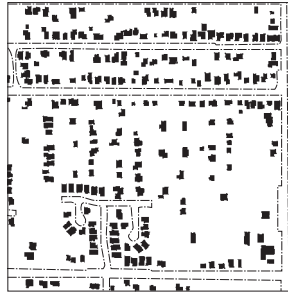
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Aerial Photograph

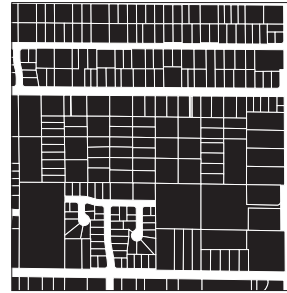


100 Acre Analysis Area

Built Form

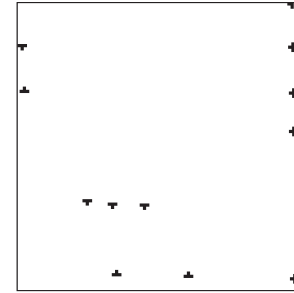


Blocks and Parcels



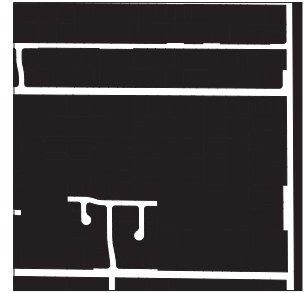
Average Block Size: 27.0 ac

Intersections



No. of Intersections: 12

Through Streets



No. of Through Streets: 9

Campus Office Park
Example: Gateway/Natomas Corporate Center



Key



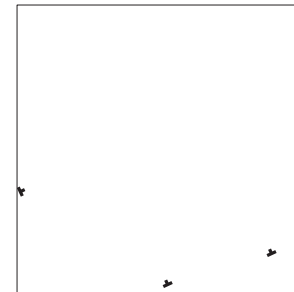
100 Acre Analysis Area



Average Block Size: 31.0 ac



No. of Intersections: 3



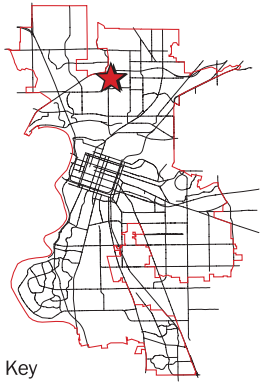
No. of Through Streets: 3

Credit: Wallace Roberts & Todd, LLC

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**Light Industrial/
Office Park**

**Example:
Pell/Main Industrial Park**



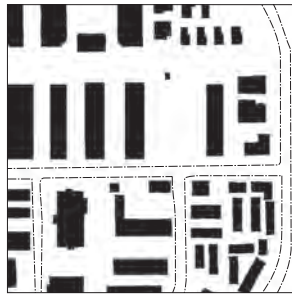
Key

Aerial Photograph



100 Acre Analysis Area

Built Form

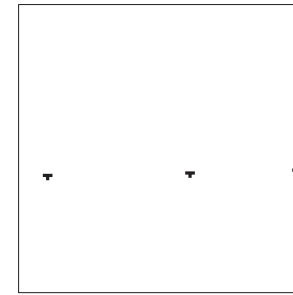


Blocks and Parcels



Average Block Size: 30.0 ac

Intersections



No. of Intersections: 3

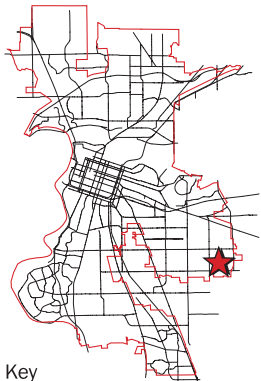
Through Streets



No. of Through Streets: 3

**Traditional Industrial/
Manufacturing**

**Example: Florin- Fruitridge
Industrial Park**



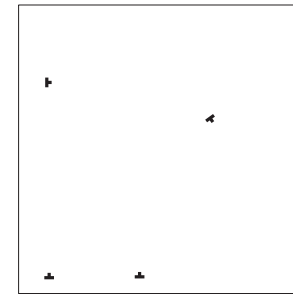
Key



100 Acre Analysis Area



Average Block Size: 18.0 ac



No. of Intersections: 4



No. of Through Streets: 3

Credit: Wallace Roberts & Todd, LLC

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Traditional Town Grid (circa 1900) – Midtown Neighborhood

Block Character

- Small, walkable block size at 2.5 acres
- Square blocks with mid-block alley in east-west direction
- Few interruptions in the traditional grid pattern. Convenient access from all directions

Street Character

- Typical street width 50 feet (curb to curb)
- One travel lane in each direction with small corner turning radii
- Number of curb cuts per block is low with an average of three
- Garages accessed from mid-block alleys alleviate need for driveways on each property
- On-street parking includes a combination of diagonal and parallel
- Six-foot wide sidewalks with street trees planted in planting strip between sidewalk and street
- 16 to 20 street trees per block on average
- Mature deciduous trees create a high-level canopy providing shade in summer and allowing sun in winter

Building and Site Character

- Buildings are situated close to the street and to each other, with 6-10 foot front setbacks on average and side setbacks of 5 to 10 feet
- Buildings range in height from one to two stories (15 to 25 feet) with 2 story buildings predominant
- Strong orientation to streets, with many stoops coming down to the sidewalk
- High percentage of parcel frontage occupied by buildings (85-90 percent) providing strong “street wall” definition
- Mixture of housing types and densities
- On-site parking for each property located to the side or rear, accessible from the mid-block alley



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Modified Town Grid (pre-World War II) - East Sacramento Neighborhood

Block Character

- Average block is rectangular in shape, approximately equal in area to two combined traditional town grid blocks at 5 acres, with a length to width ratio of 2:1
- Longer blocks allow for parcels to be rotated to face (rather than side onto) east-west streets
- Alleys generally run north-south, with some east-west mid-block pedestrian passages
- More irregularity in the grid than in the Midtown area, but good accessibility from all directions

Street Character

- Residential character with a typical street width 35 feet curb to curb with one lane of travel in each direction
- Parallel parking located on street
- Mid block alleys allow for rear garages without driveways, although some properties have established front driveways. Average number of curb cuts increase dramatically to 16 from 3 in the Midtown
- Three-foot wide sidewalks with street trees planted in six-foot wide planting strip between sidewalk and street
- Mature deciduous trees create a high-level canopy providing shade in summer and sun in winter, with 30 street trees per block on average

Building and Site Character

- Buildings setback further from the street than in the traditional town grid, averaging 20-30 feet. Side setbacks are also greater, averaging 10-15 feet
- Buildings range in height from 15 to 25 feet, with the majority of the older residences being single-story, while later additions and newer construction often having two-stories
- Housing type predominately single family detached
- All buildings are oriented to the street, with a high percentage of parcel frontage occupied by buildings (75-80 percent)



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Early Auto-Oriented Subdivision (circa 1950) – River Park Neighborhood

Block Character

- The average block size is the largest of all urban residential neighborhoods sampled at 7 acres, with a 6.5:1 length to width ratio
- Through streets average 16 per 100 acres
- Blocks follow a deformed grid with long gently curving roadways
- Neighborhood accessible via a single street, which serves as the main spine for the community off of which all other streets intersect. The neighborhood service commercial and local schools are located along this corridor
- Wider average parcels and a higher number of parcels per block. Parcels remain similar in size to the traditional and modified grids samples at 0.16 acres each

Street Character

- Residential streets average 36 feet in width (curb to curb), collectors average 40 feet (curb to curb), although streets feel wider due to the lack of street trees and on-street parked vehicles
- Slight curve in residential streets give the sense that they are much longer by moving intersections from view
- Parallel parking allowed on both sides of street, although very few parked cars during survey
- Regularly spaced curb cuts for driveways, with an average of 36 per block due to the long blocks
- 4-foot wide sidewalks are located adjacent to street (i.e., no planting strip) with a rolled curb that provides minimal protection from cars
- No street tree planting within the public right-of-way; Trees are located on private property

Building and Site Character

- Housing type exclusively single family
- Predominantly single story structures (15 to 20 feet)
- Garage doors prominent, typically situated closer to street than front door
- Front setbacks typically 20 feet, side setbacks 10 feet
- All buildings are oriented to the street, with percentage of parcel frontage occupied by buildings about 75 percent



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Planned Unit Development (circa 1960) – Greenhaven Neighborhood

Block Character

- Laid out as a series of small loop roads off a main collector street, with each loop facing onto a central public greenway that provides pedestrian access to local schools and parks
- Looped blocks result in a limited number of through streets and neighborhood access points
- Second largest average parcel size (0.22 acres) and width of all residential samples (40 feet)

Street Character

- Streets average 36 feet in width (curb to curb)
- Parallel parking allowed on both sides of street
- High average number of curb cuts per block (22) with every parcel having a driveway
- 4-foot wide sidewalks are located adjacent to street (i.e., no planting strip) with a rolled curb that provides minimal protection from cars
- No street tree planting within the public right-of-way; Trees are located on private property

Building and Site Character

- Housing type predominately single family with some duplexes/multi-family
- Predominantly single-story structures (15 to 20 feet)
- Garage doors prominent, typically situated closer to street than front door
- Front setbacks typically 20-25 feet, with small side yard setbacks
- All buildings are oriented to the street, with high percentage (75-85 percent) of parcel frontage occupied by buildings, but also a higher percentage occupied by wide multi-car garages
- Predominantly low-profile, ranch style housing characteristic to the time period



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Later Auto-Oriented Subdivision (circa 1980) – South Natomas Neighborhood

Block Character

- Large average block size (6 acres)
- Curvilinear and hierarchical street pattern reduces the number of through streets and neighborhood access points
- Large number of cul-de-sacs

Street Character

- Narrowest average street width of sample neighborhoods at 28 feet curb to curb
- 3-foot wide sidewalks are located adjacent to street (i.e., no planting strip) with a rolled curb that provides minimal protection from cars
- No street tree planting within the public right-of-way; Trees are located on private property
- Parallel parking allowed on both sides of street
- Substantial parking occurring on double-wide driveways
- Averages one curb cuts for every parcel

Building and Site Character

- Housing type predominately single family with some duplexes/multi-family
- Mixture of one- and two-story structures, but predominantly two-story (15 to 25 feet)
- Garage doors prominent, typically situated closer to street than front door
- Front setbacks typically 25-30 feet, with 10 foot side yard setbacks
- All buildings are oriented to the street, with high percentage (75-85 percent) of parcel frontage occupied by buildings, but also a higher percentage occupied by wide multi-car garages



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Master Planned Neighborhood (circa 2000) – Natomas Park Neighborhood

Block Character

- Small average block size (1.75 acres)
- Curvilinear and hierarchical street pattern reduces the number of through streets and neighborhood access points
- Large number of cul-de-sacs
- Neighborhood parks interspersed throughout development

Street Character

- Average residential street width 30 feet curb to curb
- On-street parking permitted on both sides of street
- Each parcel has a driveway with curb cut
- 4-foot wide sidewalks are located adjacent to street (i.e., no planting strip) with a rolled curb that provides minimal protection from cars
- No street tree planting within the public right-of-way; Trees are located on private property
- Walled, collector street width 38 feet curb to curb with bike lanes on either side
- 4-foot wide sidewalks separated from collector street with planting strip
- Formal street tree planting present with an average of 34 trees per block

Building and Site Character

- Small average building setback (20 feet) just enough to park car in driveway and not intrude on sidewalk
- Small side yard setbacks (5 to 10 feet)
- Housing type predominately single family with some duplexes/multi-family
- Single family residences predominately two-story (25 -35 feet)
- Buildings oriented to the street
- Garages visually dominate the street frontage, with garage doors set closest to the street and main entries recessed



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Rural Transition – Robla Neighborhood

Block Character

- Neighborhood character has evolved from rural setting rather than being designed as a suburban tract
- Blocks follow rural standards, and are large and long; average block size is 27 acres with a 7:1 length to width ratio
- Far fewer number of intersections, through streets and neighborhood access points
- Largest average parcel size (0.6 acres) and width (82 feet) of all sample areas

Street Character

- Smallest average street width at 20 feet (pavement width or curb to curb)
- Urban improvements such as curb, gutter and sidewalks present in newer development only
- Average number of curb cuts per block (10) low due to large parcel width
- Higher in newer development
- No formal street tree planting
- On-street parking permitted on gravel shoulder

Building and Site Character

- Single family residences only
- Wide range of housing size: older neighborhoods single story (15-20 feet), newer development averages 2 stories (25-30 feet)
- Low lot coverage in older areas and much greater lot coverage in more recently developed areas
- All buildings oriented to street. Several vacant or old field parcels
- Low percentage (50%) of street frontage occupied by buildings
- On-site parking located in driveways and garages



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Central Business District – Downtown

Block Character

- Small, square blocks with average block size of 2.5 acres
- Few interruptions of main streets in the traditional grid pattern. Convenient access from all directions
- Some blocks have mid-block alleys in east-west direction, although others have been lost due to consolidation of parcels for large projects (shopping mall, parks, large buildings, etc.)

Street Character

- Street width typical at 50 feet (curb to curb). Smaller streets found (30 feet) with wider sidewalks
- Two travel lanes in each direction with small turning radii where two-way traffic occurs. Many one-way streets with three through lanes and one or two turning lanes
- Number of curb cuts per block low. Parking located either in structures or surface parking lots. Individual on-site parking rare
- On-street parking is a combination of diagonal and parallel
- Street tree planting varies, with average number of street trees approximately 10 per block, typically large tree species selected
- Sidewalks are typically 12 to 15 feet wide

Building and Site Character

- Buildings situated close to or at the public right-of-way, and to each other, with zero lot lines in most cases
- Building heights vary greatly, from 2 to 20 stories or more
- Percentage of building along street frontage approaching 100%
- Largest mix of building types and land uses of any sample area
- On-site parking, if any, is located in structure or off the mid-block alley
- Strong definition of the street by the built environment



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Town Center – Natomas Town Center

Block Character

- Large blocks with few internal streets
- Large consolidated parcels with shared internal surface parking lots
- Low number of through streets, intersections, and neighborhood access points

Street Character

- Hierarchical street network. Main arterial road and collectors are very wide at an average 300 feet curb to curb. Local collectors measure at 60 feet
- Travel lanes: Arterials and collectors – 6 lanes with 2 turning lanes in each direction; Local streets – 2 lanes with one turning lane
- No parking permitted along arterials and collectors providing access to Town Center
- Sidewalks are 5 feet wide on average and located adjacent to the roadway. Bike lanes present, but not highly inviting due to traffic speed and volumes
- Few curb cuts with an average of 2 per block. Typically found only at entry drives into larger parcels
- Large landscape setback from arterials with turf and small trees planted. No consistent street tree planting throughout.
- Where present, trees average 10 per block within the right-of-way
- Wide planted median

Building and Site Character

- Retail commercial buildings suburban in character: low density and auto-oriented
- Large retail developments break up complex into a number of satellite buildings with parking in between. All buildings connected by a pedestrian network
- Most buildings along the streets have a deep setback from the arterial/collector access roads
- Buildings along street frontages present a façade to the street but actually front (i.e., have their access) internally toward the parking areas
- The percentage of street frontage occupied by buildings is generally low (50-60%)
- Single-use retail commercial building types, with medium to large floor plates
- Majority of buildings are one-story structures but include decorative towers, cupolas and other architectural features to increase visual presence (20 to 45 feet)



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Regional Retail Center – Arden Fair

Block Character

- Large monolithic block consisting of consolidated parcels
- Typical shopping center format with buildings surrounded by acres of surface parking
- Average block size is 17 acres; average parcel size is 3.7 acres; average parcel width is 283 feet
- No public roadways for internal circulation, just drive lanes located within parking lots. All traffic into center feeds off of main arterial roadway

Street Character

- Large arterial street, averaging 120 feet curb to curb with 8 travel lanes and four turning lanes, provides access to the center
- Few curb cuts, 8 per block on average
- Sidewalks narrow, averaging 4 feet, and located adjacent to the roadway (i.e., no planting strip)
- Wide planted center median, and informal street tree planting along main arterial

Building and Site Character

- Large format retail commercial development
- One- and two-story development averaging 25-45 feet in height
- Large building setbacks from the public right-of-way
- All buildings oriented to surface parking lots



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Community/Neighborhood Retail Center – Florin Road @ 24th Street

Block Character

- Large average block size (9 acres)
- Occupies the four quadrants of an intersection of two major arterial roadways
- Low number of through streets and neighborhood access points (8 and 16 respectively)
- Access provided from arterial roadways, with little or no connection to adjoining neighborhoods
- Highly automobile oriented

Street Character

- Wide arterial streets (100 feet curb to curb) with no on-street parking. Two lanes of travel in each direction with turning lanes
- Narrow sidewalks (4 feet) immediately adjacent to roadway (i.e., no planting strip)
- Center median with no planting
- No on-street parking permitted
- No formal street tree planting of the public right-of-way
- Large consolidated retail commercial parcels result in a relatively small number of curb cuts (7 per block)

Building and Site Character

- Building setbacks vary, but buildings tend to be pushed toward the rear of the lot to accommodate as much parking as possible between the street and building frontage
- All parking accommodated in surface lots
- Buildings are oriented toward surface parking lots
- Buildings are generally one story in height (Average 15 to 20 feet)



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Traditional (Pedestrian-Oriented) Commercial Corridor – J Street

Block Character

- Small, walkable square blocks with average block size of 2.5 acres
- The traditional grid pattern provides regular intersection intervals with convenient access from all directions
- Most blocks have mid-block alleys in east-west direction, paralleling J Street

Street Character

- Street width typical at 50 feet curb to curb
- One-way street, with three travel lanes
- On-street parallel parking on both sides of street
- Number of curb cuts per block is low with an average of less than one per block due to on-street parking and garages in the mid-block alleys
- Ample sidewalks with an average width of 15 feet. Outdoor seating for restaurants and eateries located on sidewalks in many locations
- Average of 10 street trees per block. Mostly mature trees with a high arching canopy that provides shade in summer and unifies the two sides of the street

Building and Site Character

- Buildings situated close to the street and to each other, with zero lot line setbacks the norm
- Buildings are generally two and three story structures (25 to 35 feet)
- Percentage of parcel frontage taken up by buildings approaching 100%
- Mix of building types and land uses. Many buildings appear to be adaptive reuse of former warehouses and shops now housing offices and retail
- Where available, on-site parking located behind buildings, accessible from the mid-block alley
- Strong definition of the street by the built environment



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Strip (Auto-Oriented) Commercial Corridor – Franklin Boulevard

Block Character

- Focus of retail area is along main collector street with concentrations of development at intersections
- Low number of through streets, intersections, and neighborhood access points
- Mixture of block lengths on either side of main collector due to adjoining street patterns
- Highly variable parcel sizes and configurations, including many deep parcels

Street Character

- Wide arterial/collector street; 100-foot average width (curb to curb), with four travel lanes, turning lanes, and intermittent center median
- Average of 7 curb cuts per block, but irregularly spaced based on size of parcels
- Rolled curb in places with paved shoulder in others
- Where present, 4 to 5-foot wide sidewalks located adjacent to street and travel lanes
- No on-street parking permitted along arterial/collector street
- No street tree planting within public right-of-way
- Significant visual clutter from signs and overhead utilities

Building and Site Character

- Building setbacks are variable but on average are 60 feet from roadway
- Parking is generally located between building frontages and street in surface lots
- All buildings face onto parking lots
- Buildings occupy a relatively low percentage of street frontage and provide poor definition of public realm due to location of buildings and parking.
- Generally low building profile with most buildings being one in height (15 to 20 feet)



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Campus Office Park – Gateway/Natomas Corporate Center

Block Character

- Large campus-style blocks, 31.0 acres on average
- Small average number through streets (3), intersections (3) and neighborhood access points (5).
- Large average parcel size (4.7 acres) with wide frontage (320 feet)

Street Character

- 45-foot average street width (curb to curb). Streets appear wider due to prohibition of on-street parking
- Two travel lanes on average
- No on-street parking permitted
- Relatively few curb cuts for such large blocks (15 on average).
- All driveways access large surface parking lots
- 5-foot average sidewalk width with sidewalks located adjacent to roadway
- No formal street tree planting, but individual parcels have lushly landscaped street frontages with mature vegetation

Building and Site Character

- Buildings are predominantly large office format; generally 3- to 4-stories (45 to 60 feet)
- Buildings generally located in center of parcel, well set back from streets and neighboring uses
- Buildings provide little or no definition of the streetscape
- Building orientation varies, but primarily towards parking
- Surface parking lots typically surround buildings



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Light Industrial/Office Park – Pell Main Industrial Park

Block Character

- Large, long blocks (avg. 30 acres) with deep parcels
- Large average parcel size (3.6 acres) with wide frontages (260 feet)
- Few through streets (3), intersections (3) and neighborhood access points (4)

Street Character

- Wide streets designed to accommodate truck traffic (60-foot average measured curb to curb)
- Main collector street has four travel lanes with center turn lane; local streets have two lanes
- Main collector and some local streets have 4-foot wide sidewalks located adjacent to roadway. Some local streets have no sidewalks
- Main collector street has no on-street parking; local streets permit parallel on-street parking
- Relatively few curb cuts for such large blocks (average 13/block). All driveways access medium to large surface parking lots
- No formal street tree planting in public right-of-way. However, collector street has lushly landscaped berms between roadway and private properties and local street frontages have landscaped front setback between buildings and street

Building and Site Character

- Large floorplate industrial buildings designed for manufacturing and warehouse type uses; predominantly concrete tilt-up construction
- Buildings generally have narrow street frontages but are quite deep
- Buildings are oriented towards parking lots
- Buildings are generally tall, single-story structures with flat roofs (average height 20 to 30 feet)
- On-site parking generally located in long side yard perpendicular to buildings; along the collector street a double parking bay is located between the street and the buildings



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Traditional Industrial/Manufacturing – Florin Fruitridge Industrial Park

Block Character

- Large, long blocks (avg. 18 acres), with few through streets (3), intersections (3) and neighborhood access points (4)
- Parcel size is varied, with large (2.4 acres) average parcel size and wide frontage (245 feet)

Street Character

- Wide, two-lane streets designed to accommodate truck traffic (60-foot average measured curb to curb)
- Few curb cuts for such large blocks: 12 on average. All driveways access medium to large surface parking lots
- 4-foot wide sidewalks located adjacent to roadway
- Parallel, on-street parking permitted, but most parking accommodated on site

Building and Site Character

- Buildings include several huge industrial manufacturing buildings along with numerous smaller, but still large, industrial warehouses. Heights range from 20 to 60 feet.
- No consistent building setbacks
- Building orientation is generally to parking lots
- Formal street tree planting: average of 90 per block (too young to create a sense of street definition)
- No consistent treatment of front setbacks; some areas landscaped, others are not



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Comparative Evaluation of Urban Form Analysis Areas

The sixteen urban form analysis areas represent a transition from the traditional orthogonal (i.e., grid) street pattern that efficiently and effectively accommodates multiple uses, to the now conventional late 20th Century subdivision design that segregates uses and divorces development from the public streetscape. Table 2-9 provides a comparative evaluation that summarizes the key form and design characteristics of the sixteen areas.

The short, interconnected blocks of Sacramento's downtown and pre-World War II neighborhoods pre-date the prominence of the automobile yet still provide tremendous flexibility and choice in terms of land use and circulation. They are also widely admired by Sacramentans, and are among the most memorable by visitors to the City. While the maturity and historic patina of these neighborhoods contributes to their general appeal, there are a number of design characteristics that distinguish these neighborhoods, whether residential or not, from the many neighborhoods built in the latter part of the 20th Century. These design characteristics include:

- A balance in the accommodation made for various modes of circulation that does not favor the automobile over pedestrians, bicyclists, and transit users (i.e., accommodates vehicles without compromising the attractiveness or safety of the pedestrian and bicycle environment);
- A human scale to the components of the neighborhood, including blocks, buildings, signs, and streetscape features, that support a safe and attractive pedestrian environment;
- A treatment of parking that reduces its visual and physical prominence within the landscape, whether it be surface parking lots or garage doors;
- A consistent "street wall" that provides definition and scale to the public realm with buildings set close to the public right-of-way and to each other;
- Buildings that are oriented toward and accessed from the public streetscape;
- Buildings whose scale is in proportion to the width of the street;
- Sidewalks that are separated from vehicle travel lanes by street trees, planting strips, light standards, and on-street parking;
- Regular planting of street trees within the public right-of-way that provide scale, shade, and visual amenity to the streetscape;
- Wide sidewalks that can conveniently accommodate pedestrian traffic and amenities;
- An integration of civic spaces and facilities, such as parks and schools, whose location and form are consistent with the neighborhood pattern and enhance neighborhood identity.

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Table 2-9. Comparative Evaluation of Urban Form Analysis Areas

Urban Form Prototype	Sample Area	Block Character									Street Character					Building & Site Character						
		Block Size (Avg. area in acres)	Block Dimensions (length/width ratio)	Intersections (number)	Through Streets (number)	Neighborhood Access Points (number)	Street Area (% of total)	Parcel Size (Average Area)	Parcel Width (Average)	Width of Street (Typical)	Number of Travel Lanes	Number of Curb Cuts (Avg. per block)	Presence and Width of Sidewalks	Number of Street Trees (Avg. per block)*	Type of Parking	Front Building Setbacks (Typ. per block)	Side Building Setbacks (Typ. per block)	Floor Area Ratio	Building Heights (Typ. per block)	Building Orientation (Typ. per block)	Percent of Frontage (Typ. per block)	Location of On-site Parking
Residential																						
Traditional Town Grid (e.g., circa 1900)	Midtown	2.5	1:1	50	15	29		0.15	42	50	2	3	6	18	P/D	6	3		15-25	F	80-90	R
Modified Town Grid (e.g., pre- WWII – 1920s to 1940s)	East Sacramento	5.0	2:1	46	20	21		0.15	52	35	2	16	3	30	P	20-30	10-15		25-40	F	75-85	R/F/S
Early Auto-Oriented Subdivision (Post-WWII – 1950s – 1960s)	River Park	7.0	6.5:1	22	16	14		0.16	63	35	2	36	3	–	P	20	10		15-25	F	75-85	F/S
Planned Unit Development - Single Developer (e.g., 1960s – 1970s)	Greenhaven	3.0	2.5:1	21	9	6		0.22	74	30	2	22	5	–	P/OS	20-30	10		15-25	F	75-85	F/S
Later Auto-Oriented Subdivision (e.g., 1970s to Present)	South Natomas	6.0	2.25:1	31	13	7		0.16	55	20	2	10	3	–	P/OS	25-30	10		15-25	F	75	F/S
Master Planned Neighborhood – Multiple Developers	North Natomas	1.75	2:1	37	8	6		0.13	52	30	2	15	5	34	P/OS	20	5		25-45	F	80-90	G
Rural Transition	Robla	27.0	7:1	12	9	5		0.6	82	20	2	10*	n/a	–	P/OS	25	n/a		15-20	F	50	F/S
Commercial																						
Central Business District	CBD	2.5	1:1	39	14	22		0.2	67	50	3	0	12	10	P/D/OS	0	0		VAR	F	100	R/G
Town Center	North Natomas Town Center									300/60	6/2	2	5	24	OS	45	VAR		VAR	P	50	I
Regional Retail Center	Arden Fair	17.5	2:1	9	3	4		3.7	283	120	8	8	3	–	OS	VAR	VAR		25-60	I	VAR	F/S/R
Community/Neighborhood Retail Center	Florin Road and 24 th Street	9.0	1.5:1	20	8	16		1.7	17	100	4	7	4	–	OS	50-80			15-35	P	85	F/S/R
Traditional (Pedestrian-oriented) Commercial Corridor	J Street	2.5	1:1	60	16	31		0.15	42	50	3	<1	15	10	P/D/OS	–	–		25-45	F	85	R/S
Strip (Auto-oriented) Commercial Corridor	Franklin Avenue	3.0	2:1	15	8	9		0.77	115	100	4	15	5	–	OS	80/100	80/100		20	F	50-75	F/S
Employment																						
Campus Office Park	South Natomas	31.0	2:1	3	3	5		4.7	320	45	2	15	5	–	OS	VAR	VAR		30-45	P	<50	F
Light Industrial/Office Park	Pell/Main	30.0	1.5:1	3	3	4		3.6	260	60	4	13	3	35	OS	80	VAR		30-45	P	65-75	F/S/R
Traditional Industrial/Manufacturing	Fruitridge Industrial Park	18.0	2.25:1	4	3	4		2.4	245	40	2	12	12	90	P/OS	VAR	VAR		30-45	P	VAR	F/S/R

Source: Wallace Roberts & Todd, LLC.

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Urban Form Prototypes

The analysis of the sixteen urban form analysis areas suggests that while there are significant variations among the City's neighborhoods, there are probably substantially fewer distinct urban form prototypes that are needed to describe Sacramento's urban form.

In the residential category, there appear to be four distinct prototypes:

- Traditional Town Grid;
- Modified Town Grid;
- Automobile-Oriented Subdivision; and
- Rural Transition.

While there are certainly differences (and exceptions) among the 50 years of suburban subdivision development that comprise the Automobile-Oriented Subdivision category, the unifying characteristic is the pre-eminent concern for the automobile as expressed through characteristics such as the lack of interconnectivity; the limited attention given to the pedestrian environment; and the prominence of parking. The Rural Transition category is identified as a prototype only because it describes an existing condition. Unlike the other prototypes, it does not describe an intentional model for design or built form.

In the commercial category, there also appear to be four distinct prototypes:

- Central Business District;
- Automobile-Oriented Shopping Centers;
- Strip Commercial; and
- Traditional Pedestrian-Oriented Commercial.

From a design and urban form perspective, the principal distinction between the three retail categories analyzed in the urban form analysis (i.e., Regional Retail Center, the Community Retail Center, and the Town Center, as conceived for Natomas Town Center) appears to be size and target clientele. All three are highly automobile-oriented with minimal concession to the pedestrian or bicyclist. They are structured around and oriented to surface parking with poor orientation to the public right-of-way, and are served by high volume, high speed arterial roadways. Thus, the three have been consolidated into the single Automobile-Oriented Shopping Center prototype.

In the employment category, there appear to be two distinct prototypes:

- Office Park and
- Industrial.

The Central Business District also is clearly a distinct prototype that accommodates substantial office and employment uses, and would be included in this category if not already addressed as a commercial prototype. Given that the urban form is essentially the same whether commercial or office, it has not been included twice. The Industrial prototype includes both light industrial and heavy industrial areas. While there are typically some design distinctions between light industrial parks and heavy manufacturing areas (e.g., level of landscaping, architectural character, etc.), the differences are not always apparent. In terms of built form there are frequently not significant differences.

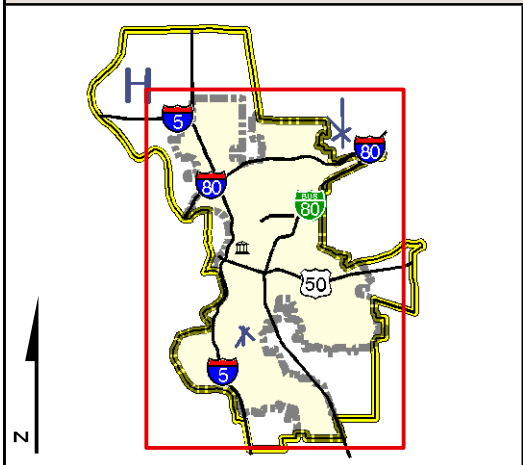
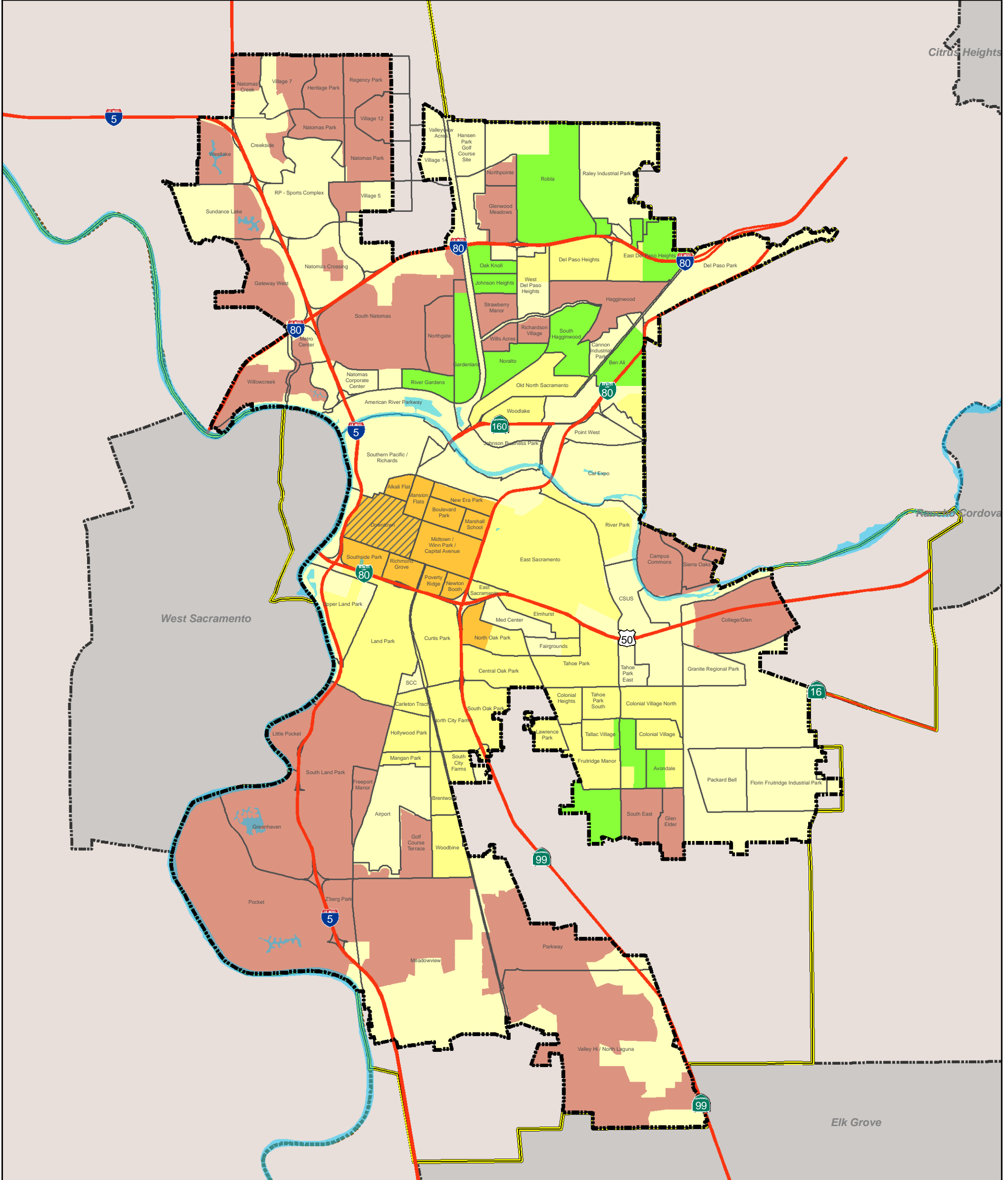
Citywide Distribution of Urban Form Prototypes

Using these ten urban form prototypes, the City was analyzed to characterize the development patterns that comprise Sacramento. Figure 2-41 illustrates the geographic distribution of the four residential prototypes, and Figure 2-42 shows the distribution of the seven non-residential prototypes. Table 2-10 identifies the prevalent urban form prototype for each of the City's designated neighborhoods, districts, and corridors.



CITY OF SACRAMENTO GENERAL PLAN

Building a Great City



Legend

- Automobile-Oriented Subdivision
- Modified Town Grid
- Rural Transition
- Traditional Town Grid
- Traditional Town Grid/Central Business District
- Neighborhood
- Policy Area
- City Limit

Figure 2-41
Citywide
Distribution of
Residential
Prototypes

Residential Prototypes
EIP Associates/ WRT Design, 2005

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Table 2-10. Categorization of Neighborhoods, Districts, and Corridors			
<i>City Designated Neighborhoods, Districts, and Corridors</i>	<i>Residential Prototypes</i>	<i>Commercial Prototypes</i>	<i>Employment Prototypes</i>
Airport	--	--	--
Alhambra Triangle	MTG	--	--
Alkali Flat	TTG	--	--
American River Parkway	--	--	--
Arden Fair	--	ASC	--
Avondale	MTG/RT	--	--
Ben Ali	RT	--	--
Boulevard Park	TTG	--	--
Brentwood	MTG	--	--
Cal Expo	--	--	--
Campus Commons	AOS	--	--
Cannon Industrial Park	--	--	IND
Carleton Tract	MTG	--	--
Central Oak Park	MTG	--	--
College/Glen	AOS	--	--
Colonial Heights	MTG	--	--
Colonial Village	MTG	--	--
Colonial Village North	MTG	--	--
Creekside	AOS	--	--
CSUS	--	--	--
Curtis Park	MTG	--	--
Del Paso Heights	MTG	--	--
Del Paso Park	--	--	--
Dos Rios Triangle	--	--	IND
Downtown	--	CBD	CBD
East Del Paso Heights	MTG/RT	--	--
East Sacramento	MTG	--	--
Elmhurst	MTG	--	--
Erikson Industrial Park	--	--	IND
Fairgrounds	--	--	--
Florin Fruitridge Industrial Park	--	--	IND
Freeport Manor	AOS	--	--
Fruitridge Manor	MTG	--	--
Gardenland	RT	--	--
Gateway Center	--	--	OFF
Gateway West	AOS	--	--
Glen Elder	AOS	--	--
Glenwood Meadows	AOS	--	--
Golf Course Terrace	AOS	--	--
Granite Regional Park	--	--	--
Greenhaven	AOS	--	--
Hagginwood	AOS	--	--
Hansen Park Golf Course Site	--	--	--
Heritage Park	AOS	--	--
Hollywood Park	MTG	--	--
Johnson Business Park	--	ASC	IND
Johnson Heights	RT	--	--
Land Park	MTG	--	--
Lawrence Park	MTG	--	--
Little Pocket	AOS	--	--

Table 2-10. Categorization of Neighborhoods, Districts, and Corridors

<i>City Designated Neighborhoods, Districts, and Corridors</i>	<i>Residential Prototypes</i>	<i>Commercial Prototypes</i>	<i>Employment Prototypes</i>
Mangan Park	MTG	--	--
Mansion Flats	TTG	--	--
Marshall School	TTG	--	--
Meadowview	AOS	--	--
Med Center	--	--	--
Metro Center	--	--	OFF
Midtown/ Winn Park/ Capital Avenue	TTG	--	--
Natomas Corporate Center	--	--	OFF
Natomas Creek	AOS	--	--
Natomas Crossing	AOS	ASC	--
Natomas Park	AOS	--	--
New Era Park	TTG	--	--
Newton Booth	TTG	--	--
Noralto	RT	--	--
North City Farms	MTG	--	--
North Oak Park	TTG/MTG	--	--
Northgate	AOS	--	--
Northpointe	AOS	--	--
Norwood I-80	--	--	IND
Norwood Tech	--	--	IND
Oak Knoll	RT	--	--
Old North Sacramento	TTG	--	--
Old Sacramento	--	CBD	--
Packard Bell	--	--	IND
Parker Homes	AOS	--	--
Parkway	AOS	--	--
Pell/Main Industrial Park	--	--	IND
Pocket	AOS	--	--
Point West	--	ASC	OFF
Poverty Ridge	TTG	--	--
Raley Industrial Park	--	--	IND
Regency Park	AOS	--	--
Richardson Village	AOS	--	--
Richmond Grove	TTG	--	--
River Gardens	RT	--	--
River Park	MTG	--	--
Robla	RT	--	--
RP - Sports Complex	--	--	--
SCC	--	--	--
Sierra Oaks	AOS	--	--
South City Farms	MTG	--	--
South East	AOS	--	--
South Hagginwood	RT	--	--
South Land Park	AOS	--	--
South Natomas	AOS	--	--
South Oak Park	MTG	--	--
Southern Pacific / Richards	--	--	IND
Southside Park	TTG	--	--
Strawberry Manor	AOS	--	--
Sundance Lake	AOS	--	--

Table 2-10. Categorization of Neighborhoods, Districts, and Corridors			
<i>City Designated Neighborhoods, Districts, and Corridors</i>	<i>Residential Prototypes</i>	<i>Commercial Prototypes</i>	<i>Employment Prototypes</i>
Swanston Estates	MTG	--	--
Tahoe Park	MTG	--	--
Tahoe Park East	MTG	--	OFF/IND
Tahoe Park South	MTG	--	--
Tallac Village	MTG	--	--
Upper Land Park	MTG	--	--
Valley Hi / North Laguna	AOS	--	--
Valleyview Acres	RT	--	--
Village 5	AOS	--	--
Village 7	AOS	--	--
Village 12	AOS	--	--
Village 14	RT	--	--
Village Green	AOS	--	--
West Del Paso Heights	MTG/RT	--	--
Westlake	AOS	--	--
Willowcreek	AOS	--	--
Wills Acres	AOS	--	--
Woodbine	MTG	--	--
Woodlake	MTG	--	--
Youngs Heights	RT	--	--
Z'berg Park	AOS	--	--

Notes:

Residential Prototypes:

Traditional Town Grid = TTG
 Modified Town Grid = MTG
 Automobile-Oriented Subdivision = AOS
 Rural Transition = RT

Non-Residential Prototypes:

Central Business District = CBD
 Automobile-Oriented Shopping Centers = ASC
 Strip Commercial = ST
 Traditional Pedestrian-Oriented Commercial = TPC
 Industrial = IND
 Office Park = OFF

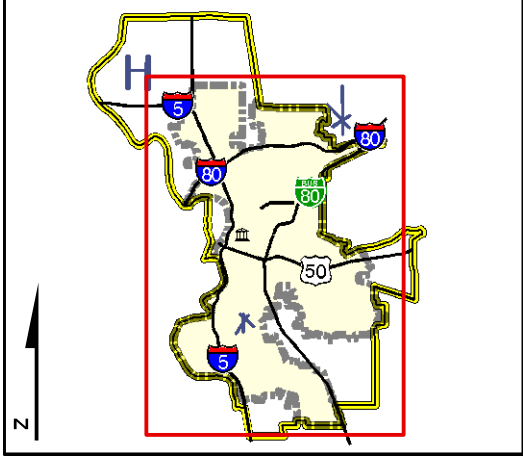
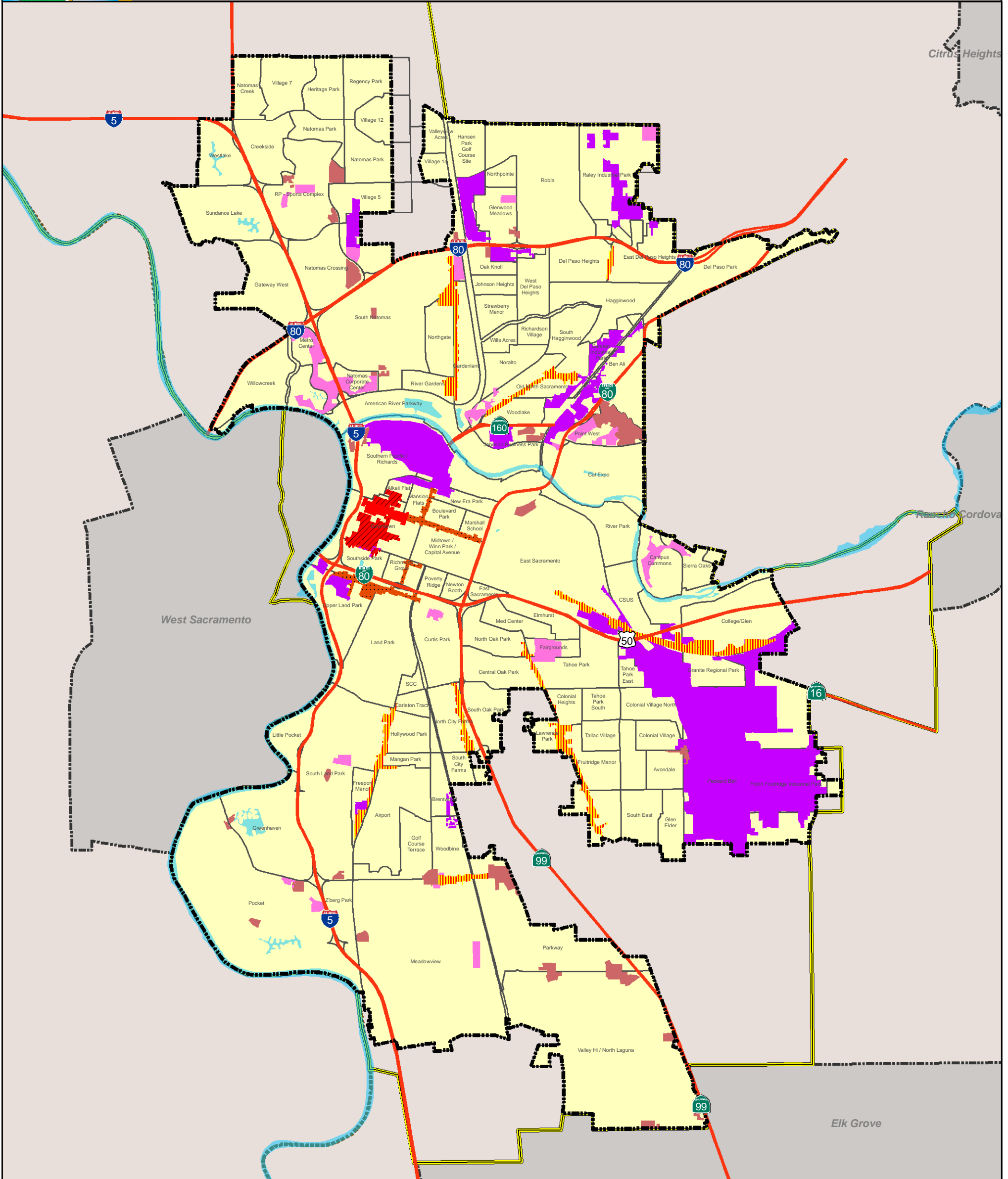
Source: Wallace Roberts & Todd, LLC.

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CITY OF SACRAMENTO GENERAL PLAN

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Legend	
■	Central Business District
▨	Central Business District Office
■	Automobile-Oriented Retail
▨	Strip Commercial
▨	Traditional Retail Street
■	Industrial
■	Office
	Neighborhood
	Policy Area
	City Limits

Figure 2-42
Citywide Distribution
of Commercial and
Employment
Prototypes

Commercial and Employment Prototypes
EIP Associates/ WRT Design, 2005

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Regulatory Context

The Land Use and Urban Design Element of the 2009 General Plan contains policies that create and preserve attractive buildings, streets, and public spaces that facilitate and enrich the life of the community, and create a compatible and complementary mix of residential, employment, commercial, and service uses that can sustain a vibrant economy, a healthy environment, and a vital social life. The Element includes urban form guidelines, allowed uses, and development standards for each land use designation.

Urban form describes key physical form characteristics envisioned for each designation. Urban form guidelines are optional recommendations intended to inform future development by ensuring that all parties (i.e., developers, the City, and the public) share a common understanding of the characteristics that contribute to good design and consider the implications of individual project design on the form and character of the community as a whole. These qualities include characteristics such as the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings relative to adjacent neighborhoods, and the location and character of parking and pedestrian facilities. The allowed uses and development standards included in the Element are mandatory regulations. Allowed uses describe the type of uses allowed within each designation and development standards describe the allowed density for residential uses and building intensity for nonresidential and mixed uses.

Also, since community design and urban form are a function of decisions relating to many factors, such as land use and economics, many other City documents not directly relating to design also have implications for the City's physical character. The following is a list of such documents, which are described in Chapter 2, Section 2, Policy Context:

- Economic Development Strategy.
- Smart Growth Implementation Strategy.
- Commercial Corridor Revitalization Strategy.
- Richards Boulevard Area Plan.
- River District Specific Plan
- Sacramento Railyards Specific Plan.
- Sacramento Infill Strategy.
- Sacramento Riverfront Master Plan.
- 65th Street/University Transit Village Plan.
- South 65th Street Area Plan.
- Can We Re-create Our Neighborhoods?
- Transit for Livable Communities.

The following discussion provides a brief synopsis of other City planning documents that provide direction on community design.

Citywide Documents

Central City Urban Design Guidelines (May 2009)

The Central City Urban Design Guidelines is a compilation of design guidelines for the districts and neighborhoods that comprise the 4,300-acre Central City Community Plan Area. Together, these guidelines convey the City’s expectations for design excellence in the Central City—from the traditional urban neighborhoods surrounding the downtown Central Core, to the redevelopment areas of the former Southern Pacific Railyards and the northern River District.

The Central City Urban Design Guidelines brings together all of the design guidelines applicable to development within the Central City Community Plan area. The objective of the Guidelines is to direct future growth in a manner that builds upon the existing context, the City’s market strengths, cultural and social amenities, and historical assets while acknowledging and enhancing the Central City’s potential for dynamic and transformative growth and maturation as a leading urban center. The intent is to ensure that all development in the Central City contributes to making downtown Sacramento a unique and special place that includes a residential component integrated into the commercial center. To advance the vision set forth in the 2030 General Plan to be “the most livable City in America,” the new Design Guidelines build on its predecessor, the 1987 Sacramento Central Business District Urban Design Plan, to ensure that proposed higher density development also provides the qualities and amenities that will create an attractive, livable downtown with a lively mix of uses, walkable streets, an open and interesting skyline, and a high level of design expression (CCUDG 2009).

The Central City Urban Design Guidelines include the following sections:

- Central City Framework
- Central Core Design Guidelines
- Central City Neighborhood Design Guidelines
- Railyards Design Guidelines
- River District Design Guidelines

Light Rail Transit Land Use Policies and Guidelines (January 2005)

This publication provides excerpts of all general plan, community plan, and regional transit planning documents relevant to light rail transit. Though not providing any new goals or policies, this collection of adopted planning language is intended to inform and improve land use decisions related to light rail transit.

Neighborhood Commercial Corridor Design Principles (October 2003)

The document outlines design principles for identified neighborhood commercial corridors to ensure that new development is “sustainable, functional and attractive.” The principles seek to strengthen existing businesses while encouraging new commercial investment through quality design at the corridor, site, and building scales. Developers must follow the design principles, which are flexible to respond to the variety of neighborhood and site conditions, when seeking planning approval of new projects within these areas. The

principles are organized by scale and include a rationale for their inclusion as well as guidelines that suggest ways in which the principles can be realized. Topics addressed include: streetscape and pedestrian edge, site organization, site security, circulation, site resource conservation, etc. A separate “User’s Guide” provides examples of how these principles can be implemented.

Single Family Residential Design Principles (January 1998/Adopted September 2000)

The single family residential design principles lay out the City’s expectations for single family residences and subdivisions. The principles are supplemented with supporting rationale as well as examples of what would be generally encouraged or discouraged/avoided. The principles cover the following topics: general architectural issues; porches/entries/courts; garages; driveways/entry walks; landscaping/sidewalks; setbacks/lot widths; orientation to parks/public open space; and street view walls/monument entries/access. As with other design principles, these principles are designed to be fair and flexible so as to support consistent application and allow architectural innovation.

Minimum Design Standards for New Construction of Single and Two Family Dwellings (Adopted October 2002)

The single and two family dwelling design standards are intended to ensure a minimum level of design quality for new construction in areas not to subject to detailed area-specific design review: the Expanded North Area and South Area Design Review Districts (in the Expanded North Area the standards also apply to additions and remodels in addition to new construction). The standards address: front yard setbacks, landscaping, fencing, building heights/roof forms and pitch, street façade, front porch/decorative entry element, garages, accessory structures, exterior materials, and doors/windows, and mechanical equipment. Effectively citywide standards, the requirements are presented as a checklist so as to facilitate staff-level review, which is final unless appealed to Design Review/Preservation Board.

Multi-Family Residential Design Principles (August 2000)

The multi-family residential design principles are designed to assist developers and decision makers with multi-family (3 or more units) development proposals. The principles address both site planning and design as well as building design and architecture so that new multi-family development provides healthy environments for both residents and the surrounding community. Some of the topics addressed include: parking/garages/circulation/entry ways, landscaping/open space, lighting, fencing/walls, scale/massing/articulation, and energy conservation. All principles include a rationale as well as potential design approaches. As with other design principles, these principles are designed to be fair and flexible so as to support consistent application and allow architectural innovation.

Major Architectural Styles (Undated)

This report briefly defines the major architectural forms and styles present within the City of Sacramento. The most prevalent architectural forms in Sacramento are the cube and delta types that are often loosely hybridized with formal styles, such as Queen Anne, Craftsman, and Mission Revival. The cube type describes large, easily repeatable structures, such as apartment houses, with square elevations that were economically constructed at the turn of the 20th century. The delta type refers to the raised houses with front porches that were

originally built to accommodate the City's winter flooding and summer heat. Given the City's relatively recent development and its distance from major architectural centers, many buildings are composites or interpretations of styles that were established and more purely represented elsewhere. A glossary of architectural terms is also included.

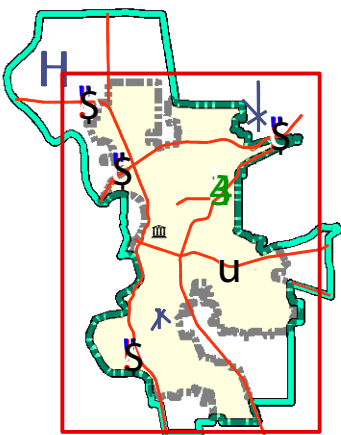
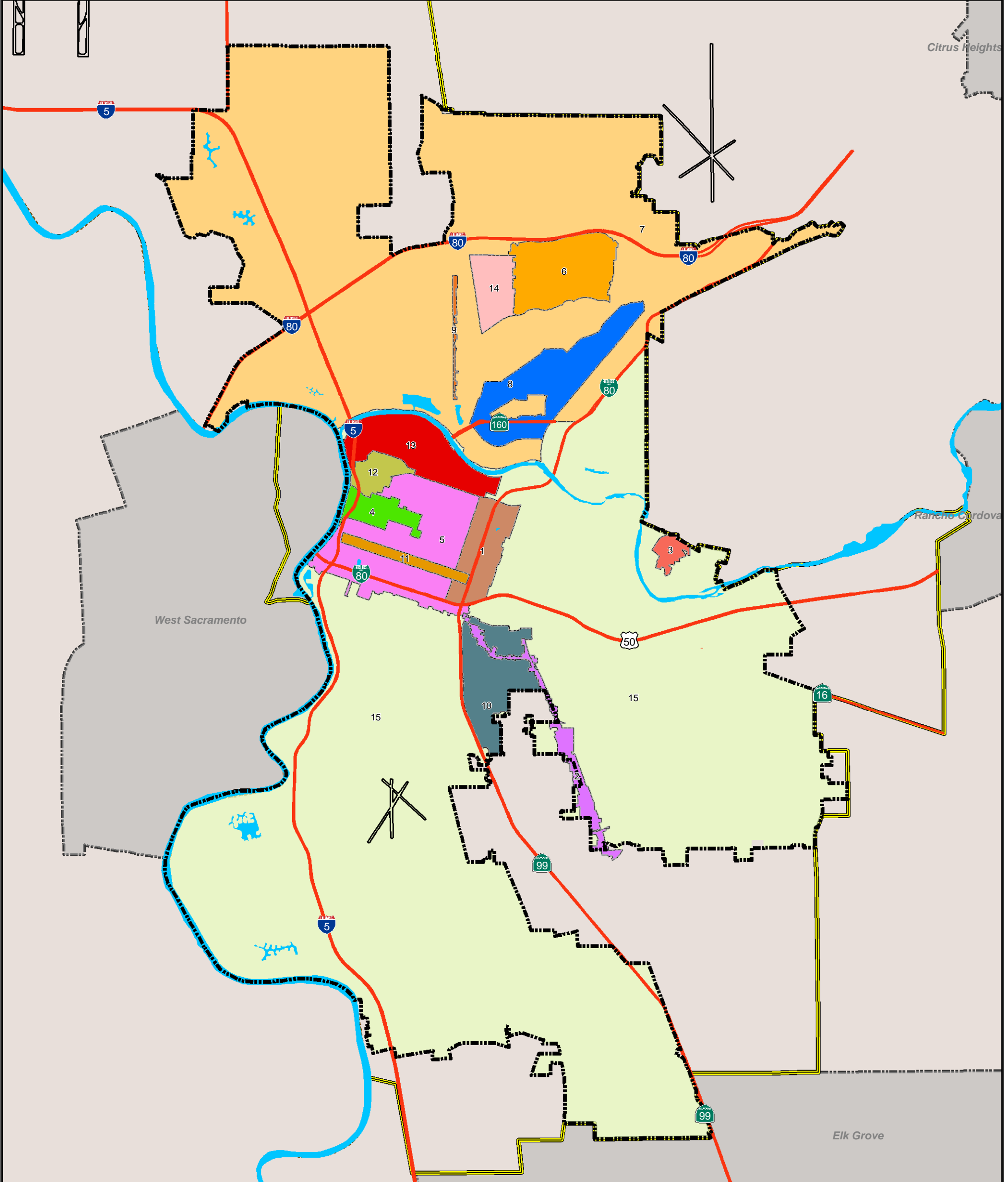
Design Review Districts

In addition to the Expanded North Area and South Area Design Review Districts, which are covered by the citywide Minimum Design Standards for New Construction of Single- and Two-Family Dwellings, the City of Sacramento has designated thirteen design review districts that regulate the design of new development in order to protect the health, safety, and welfare of Sacramento residents (see Figure 2-43). Specifically, these districts were created to protect an existing aesthetic or promote new forms of development to protect or improve property values, retain or encourage investments, preserve or improve the physical environment, and maintain or increase tax revenues. A building permit for any affected location or development type within a designated design review district may not be issued until the application is approved by Design Review staff or the Design Review and Preservation Board. This requirement applies to new construction, rehabilitation, remodeling, addition, or any activity that could alter the exterior appearance of a building (e.g. re-roofing, cladding, or changes to building systems).



CITY OF SACRAMENTO GENERAL PLAN

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Design Review District

- | | |
|----------------------------------------------|--------------------------------------------|
| 1 Alhambra Corridor SPD | 10 Oak Park Design Review District |
| 2 Broadway/Stockton SPD | 11 R Street Corridor SPD |
| 3 Campus Commons Design Review District | 12 Railyards SPD |
| 4 Central Business District | 13 Richards Boulevard SPD |
| 5 Central City Design Review District | 14 Strawberry Manor Design Review District |
| 6 Del Paso Heights Design Review District | 15 South Area Design Review District |
| 7 Expanded North Area Design Review District | Policy Area |
| 8 North Sacramento Design Review District | City Limit |
| 9 Northgate Boulevard SPD | |

Figure 2-43
Design Review Districts

Design Review Districts
EIP Associates/ WRT Design, 2005

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Sacramento Central City Neighborhood Design Guidelines (September 1999)

These guidelines apply to the 12 neighborhoods and corridors, excluding the Central Business District, that comprise the rectilinear grid defining the Central City. The guidelines provide design guidance to the public and decision makers that will encourage development in these older neighborhoods that is compatible with existing forms, incorporates preferred elements of established styles, and promotes safe and active places. The document includes two major sections: project design guidelines that apply throughout the district and those that are specific to neighborhood sub-districts and corridors. The project design guidelines emphasize methods—from site planning to lighting—for allowing more intense in-fill development that relates to the existing urban fabric and building stock. This section also provides guidance on the renovation and restoration of older buildings not officially listed (i.e. recognized) as historic. The neighborhood sub-district guidelines provide neighborhood-specific direction regarding urban design, streetscape, and building design, including the addresses of precedent buildings. The district overlaps earlier established design review districts—the R Street and Alhambra corridors—the separate guidelines for which are reprinted in the Central City document as supplemental guidelines (these districts are discussed separately below).

North Sacramento Single and Multi-Family Residential Design Guidelines (January 1994)

These design guidelines are intended to guide new residential development within the 1,186-acre North Sacramento Redevelopment Area radiating to the northeast from the Central City along Del Paso Boulevard. Development within the area must be approved by the North Sacramento Project Area Committee (PAC) as well as City departments, and the guidelines are designed to facilitate this review process. Guidelines related to overall composition and design concept, elements, site, and services/utilities are separately described for single family/two family residential and multi-family residential development.

North Sacramento Commercial, Office & Industrial Design Guidelines (January 1994)

These design guidelines are a more detailed commercial counterpart to the previously described residential guidelines that seek to restore the area's former character and sense of place. The guidelines emphasize an environmental harmony that is created through siting, massing, access, screening, landscaping, and ornament. The guidelines are very specific and include, for example, numerous acceptable and unacceptable building materials. Harmonious relationships between built forms are frequently emphasized at a variety of scales, such as from material colors and textures to building placement and interrelationships.

Alhambra Corridor Design Review Guidelines (December 1992)

These guidelines seek to retain a human scale to development within the neighborhoods that surround Business Interstate 80 and Alhambra Boulevard at the eastern end of the Central City. The guidelines are specific to the land uses within the district—residential, mixed use, commercial, and industrial—though a neighborhood preservation transition buffer area is created to protect the quality of single family neighborhoods. In support of creating a more human scale setting, the guidelines seek to normalize the district's alleys into regular

thoroughfares by permitting fronting development, encouraging landscaping, and minimizing unattractive service features. The guidelines encourage development to fit with surrounding styles and forms, though only in the commercial in-fill Alhambra Special Features Area are specific styles, Spanish Colonial Revival and Mission Revival, mandated. Landscaping guidelines, including tree species, are also provided to improve pedestrian scale and comfort.

Design Guidelines: Oak Park (January 1990)

These design guidelines were prepared to complement the Oak Park Redevelopment area that was established for this neighborhood, which is located to the southeast of the Central City and the intersection of Interstate 80 and Highway 99. The area contains numerous turn-of-the-20th-century houses in the California Bungalow, Craftsman, and Victorian styles, and the design guidelines seek to ensure that new development blends into established urban patterns and architectural forms and materials without requiring specific styles. As such, the guidelines encourage highly detailed, street-oriented buildings that emphasize pedestrian over vehicular access on the district's long, narrow lots. The design guidelines also emphasize a sense of ownership and security that are consistent with the associated redevelopment effort.

Design Guidelines: Del Paso Heights (August 1989)

These design guidelines were prepared to complement the Del Paso Heights Redevelopment Project area that was established for this northeast neighborhood bounded by Interstate 80, Marysville Boulevard, Arcade Creek, and Norwood Avenue. The guidelines reflect the area's large concentration of single family homes and its earlier history as a ranch: only single and two family homes are addressed and strong emphasis is provided to vegetation, particularly street trees. The guidelines address site planning, architectural style, facades, garages, roofs, porches, and the streetscape.

Sacramento Central Business District Urban Design Plan: Framework Plan, Architectural Design Guidelines, and Street Guidelines (February 1987)

The Central Business District (CBD) Urban Design Plan is actually three volumes corresponding to the above subtitles. The Framework Plan lays out the area's existing context and then describes plan, development, and design concepts. The plan's goals include establishing the CBD as a true City center, maintaining the individual identities of the largely uniform rectilinear streets, improving connections between activity centers and landmarks, and activating public spaces through land use, design, and programming. The development concepts section details a set of public and private programs that can be used to achieve the urban design goals, such as development incentives, cultural facilities, parking, historic preservation, and building rehabilitation. The urban design concepts section addresses concerns such as urban and architectural forms, vistas, pedestrian connections, private/public interfaces, and the popularly held image of the CBD.

The Architectural Design Guidelines provide more detailed policies for privately owned land within the CBD. The guidelines establish area-specific massing guidelines that give special attention to Plaza Park and the Capitol Mall. These guidelines also inventory key historic and contemporary buildings whose character should influence surrounding development. Building/street interface and access, including parking structures and landscaping, are also addressed. Proposed development in key areas that meets the established guidelines may be approved administratively following a single input session with the Design Review Board.

The Streets Guidelines provide more detailed policies for the CBD's public realm. The guidelines establish overall streetscape goals and policies while identifying improvements for particular streets, such as landscaped bulb-outs at key intersections of J Street. The guidelines emphasize pedestrian comfort through the provision of landscaping, quality paving materials, sufficient lighting, and other amenities. Cost estimates for all proposed improvements are also included.

North Natomas Development Guidelines (November 1994)

These guidelines implement the 1994 North Natomas Community Plan for the City's northwest corner past Interstate 80. All development within the planning area must occur through a Planned Unit Development process which combines greater developer flexibility with discretionary public approval, and these guidelines assist both developers and decision makers in this process. The guidelines describe a hierarchy of development, with the most intense being the mixed use, transit-oriented Town Center which is then stepped down to lower order commercial centers and ultimately residential neighborhoods. The intended character of gateway features, streets, open spaces, and public facilities are also described.

Findings

- The Sacramento and American River corridors provide dramatic visual and open space elements within the City, yet flood control and transportation facilities have reduced the visual and physical connections to these resources.
- For over a century the American River contained the northward expansion of the City. Although the river no longer forms the City's northern boundary, it still represents a physical and psychological barrier between the north and south parts of the City.
- Part of Sacramento's identity is linked to its relationship to the surrounding rural agricultural landscape in which it is set. Other than the two rivers, that landscape presents no significant features that might serve as natural boundaries for the City.
- Development patterns in Sacramento generally can be characterized by ten broad urban form prototypes, including: four residential types (Traditional Town Grid, Modified Town Grid, Automobile-Oriented Subdivision; and Rural Transition), four commercial types (Central Business District, Automobile-Oriented Shopping Centers, Strip Commercial, and Traditional Pedestrian-Oriented Commercial), and two employment types (Office Park and Industrial). By area and distribution, the most prevalent of these prototypes are Auto-Oriented Subdivisions and Modified Town Grid in the residential category, Strip

Commercial and Automobile-Oriented Shopping Centers in the commercial category, and Industrial in the employment category.

- The flat, open landscape in which Sacramento is situated places the downtown skyline in dramatic relief. The City currently does not have building height limits in the downtown. As the City grows it is seeing more proposals for taller and taller buildings.
- Sacramento's older traditional neighborhoods are recognized by most people to be the City's most attractive and distinctive.
- One of the most frequently noted characteristics of Sacramento's older neighborhoods are the magnificent mature trees that form a shady canopy over the City's downtown streets. In spite of the real need for shade with Sacramento's hot summer climate, the regular planting of large canopy street trees has not been replicated in most developments since World War II.
- The older neighborhoods in Sacramento provide excellent examples of highly accessible and interconnected areas that safely and efficiently accommodate a mixture of cars, transit, bicycles and pedestrians. In other areas the combination of auto-oriented subdivision design and physical barriers created by freeways, rail lines, and major arterials serve to fragment the City and divide neighborhoods.

2.4 Economic Development

Introduction

This section summarizes the historical and current economic trends in the city and region and identifies areas with strong near-term market potential to accommodate residential and commercial growth. The Sacramento Region includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

- Part 1 reviews the Region historical economic identity and growth drivers through 2006, the baseline data for the market analysis in conjunction with the previous General Plan Update
- Part 2 describes the impacts of the economic downturn, beginning in 2007 and continuing through the 3rd Quarter of 2012.
- Part 3 provides an overview of Regional and citywide growth projections through 2020 and 2035, and describes challenges and potential solutions for the City to achieve these growth levels.
- Part 4 reviews current market conditions in each Community Plan Area, and identifies Opportunity Areas that have development potential by 2020, (defined as “near-term”). Please note that within community plan areas, market information is provided to the extent possible—current information was not readily available for all opportunity areas. The most emphasis is placed on Opportunity Areas that have since been reclassified as Tier 1 Priority Investment Areas. (Chapter 8 contains a thorough explanation of Tier 1 Priority Investment Areas.)
- Part 5 summarizes the key findings from Parts 1 through 4 of this section.

Part 1: Historical Market Trends (Through 2006)

The Sacramento region forms an important economic node in Northern California. The region has undergone important changes since the 1950's, when the local economy was based on agriculture and food processing, State government, and military base activity (SRRI 2003). Through the 1970s, the region retained a rural character and was considered a low-cost alternative to the Bay Area. The 1980's marked a major turning point for the region, with diversification through growth in electronics, scientific and health products, tourism, and software. Significant population growth, accompanied by services-sector and construction job growth resulted in Sacramento's economy resembling the statewide economy. During the 1990's and early 2000's, the Region grew at a pace that eclipsed the state, the Bay Area and the San Joaquin Valley (Table 2-11).

Table 2-11 Historical Population and Employment Trends							
<i>Item</i>	<i>1990</i>	<i>2000</i>	<i>2010</i>	<i>Growth (1990-2000)</i>		<i>Growth (2000-2010)</i>	
				<i>Absolute</i>	<i>Avg Ann.</i>	<i>Absolute</i>	<i>Avg Ann.</i>
Population							
California ¹	29,760,000	33,872,000	37,254,000	4,112,000	1.3%	3,382,000	0.9%
Bay Area ¹	6,024,000	6,784,000	6,533,000	760,000	1.2%	-251,000	-0.4%
San Joaquin Valley ¹	2,742,000	3,303,000	3,972,000	561,000	1.9%	669,000	1.6%
Sacramento Region ²	1,549,000	1,886,000	2,316,000	337,000	2.0%	430,000	1.7%
City of Sacramento	369,365	407,018	466,488	37,653	1.0%	59,470	1.2%
Housing Units							
California	11,182,513	12,214,550	13,670,304	1,032,037	0.9%	1,455,754	1.0%
Sacramento Region	655,340	765,936	932,138	110,596	1.6%	166,202	1.7%
City of Sacramento	153,362	163,957	190,911	10,595	0.7%	26,954	1.3%
Employment							
California ³	12,500,000	14,488,000	13,937,000	1,988,000	1.5%	-551,000	-0.4%
Bay Area ³	2,737,000	3,272,000	2,840,000	535,000	1.8%	-432,000	-1.6%
San Joaquin Valley ³	893,000	1,063,000	1,070,000	170,000	1.8%	7,000	0.1%
Sacramento Region ⁴	634,000	818,000	844,000	184,000	2.6%	26,000	0.3%

Source: New Economics & Advisory (2012), Economic & Planning Systems, Inc. (2005)

Note: All figures rounded to the nearest thousand.

¹ Johnson 2002 and California Department Of Finance.

² SACOG 2002; and California Department Of Finance.

³ EDD Historical Industry Trends. Total nonfarm employment.

⁴ SRRI 2005.

Region

Bay Area
SJ Valley
Sacramento

Counties Included

Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano
Fresno, Kern, Madera, Merced, San Joaquin, Stanislaus, Tulare
El Dorado, Placer, Sutter, Sacramento, Yolo, Yuba
Region

The Region's Role

The role of the region can be described by three overriding characteristics:

- **Seat of California Government.** Sacramento has been and will continue to be strongly influenced by the presence of government. Even at the peak of the market, Government accounted for 25 percent of the Region's jobs (Table 2-12).

Table 2-12 Sacramento Region Industry Specializations					
Industry ¹	Employment Distribution 2006	Industry Specialization ²			
		1990	2000	2003	2006
More Specialized - 1.25 or higher					
Government	25.2%	1.75	1.60	1.51	1.57
State & Local Government	23.8%	1.73	1.68	1.61	1.65
State Government	11.6%	4.05	3.78	3.43	3.72
Construction	7.8%	1.35	1.35	1.48	1.36
Other Sectors					
Financial Activities	7.1%	1.04	1.26	1.22	1.23
Local Government	12.2%	1.07	1.10	1.10	1.08
Leisure & Hospitality	9.4%	0.99	0.99	0.97	0.94
Educational & Health Services	10.2%	1.00	0.95	0.93	0.94
Trade, Transportation & Utilities	16.9%	0.93	0.88	0.87	0.90
Professional & Business Services	12.4%	0.74	0.87	0.80	0.85
Manufacturing	4.7%	0.40	0.49	0.49	0.50

¹ Includes sectors that have 5% or more of the region's total employment.

² An index that compares an industry's share of total employment in the region to the industry's share of employment in the state. Numbers above 1.25 indicate more regional specialization than statewide; numbers below 0.75 indicate regional under-specialization compared to statewide.

Source: EDD 2012 and EDD 2005. 2006 data is not seasonally adjusted.

- **Affordability and Diversity.** Sacramento's economic growth has been driven by its relatively inexpensive housing stock, Bay Area proximity, role as the state capital, and traditional agricultural economy.
- **Multi-Nodal Region.** Ongoing development patterns dating back to the 1970s have resulted in the creation of several population and employment nodes throughout the region. While the region's average household income was roughly \$46,000 in 2000, higher-income households were concentrated in Folsom, Elk Grove, and Roseville (Table 2-13), as well as other unincorporated areas of counties in the region.

Table 2-13 Distribution of Economic Indicators, 2000				
<i>Jurisdiction</i>	<i>Population % of Region</i>	<i>Jobs % of Region</i>	<i>Household Income</i>	
			<i>Median Income</i>	<i>% of Region</i>
Select Cities				
Folsom	3%	3%	\$73,175	160%
Elk Grove	NA	2%	\$60,661	133%
Roseville	4%	6%	\$57,367	125%
Woodland	3%	3%	\$44,449	97%
West Sacramento	2%	3%	\$31,718	69%
Sacramento	21%	33%	\$37,049	81%
Counties (including cities and unincorporated areas)				
Placer	13%	NA	\$57,535	126%
El Dorado	8%	NA	\$51,484	113%
Yolo	9%	NA	\$43,816	96%
Sacramento	63%	NA	\$40,769	89%
Sutter	4%	NA	\$38,375	84%
Yuba	3%	NA	\$30,460	67%
Region	100%	100%	\$45,758	100%
California	NA	NA	\$47,493	104%

Sources: DOF (population as of April 1, 2000), U.S. Census 2000 Summary File SF3 files (income), and CTPP Part 1 & 2 Files (2000). Regional income represents a weighted average of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties.

Economic & Commercial Real Estate Growth Patterns

Industry Employment Trends (1990-2006)

Between 1990 and 2006, California exhibited an ongoing predominance of services-producing employment, largely owing to its historical roles as a western financial and trade center, a major tourist destination, and a global center for the entertainment industry (Rhode 2001, p.90). During this period, the state’s manufacturing base also continued to decline, evolving into a distribution center (Haveman 2004); this decline was offset by rapid growth in Services sectors-- California grew rapidly in Business and Professional services, Information, Educational and Health Services, Leisure and Hospitality, and Other Services. During this same time frame, the Region experienced these trends:

- **Job growth parallel to, or even exceeding, the State’s high-growth industries, contributed to the diversification of the region’s employment base.** This growth helped the region to “catch up” to the statewide norm in several sectors. Even so, the region continued to be under-specialized in Professional & Business Services¹.

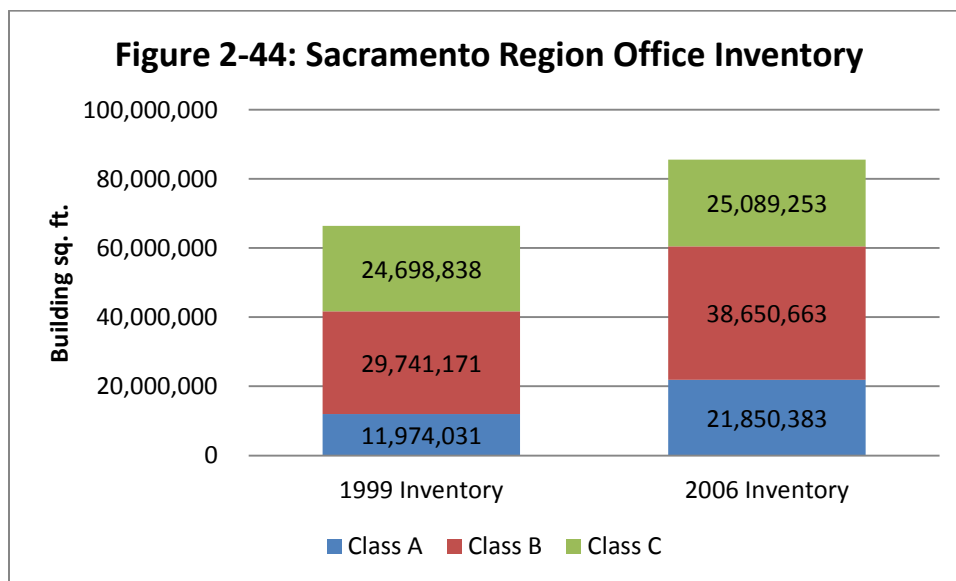
¹ Specialization assesses the relative concentration of employment within a given industry (for the Region) compared to the concentration of employment for that industry for a larger geographic area (the State). Sectors with concentrations of 1.2 or greater indicate specialization, while sectors with concentrations of 0.8 or less indicate under-specialization.

- **Ongoing strong employment ties to Government.** Roughly 25 percent of the region’s employment was in Government, predominantly in State and Local Government.
- **Large employers that mirrored the dominance of public-sector employment.** The State, UC Davis, and the County of Sacramento—all public employers—were and continue to be the area’s largest employers. Large private-sector firms currently include Kaiser Permanente, Sutter Health, Raley’s, and Dignity (Sacramento Business Journal 2012a, p 44-50). While the city’s largest public employers are the State and County, the largest private employers (UC Davis Health Systems, Kaiser Permanente, and Sutter Health), reflect a heavy concentration in the healthcare industry.
- **Predominance of small businesses.** Nearly 85 percent of businesses in the region and city have fewer than 20 employees (Sacramento Center for Economic Research 2011a).

Competitive Office and Industrial Markets: 1999-2006

Experienced real estate professionals report that the region has historically been characterized as a commercial market serving four purposes: back office for the Bay Area, business and financial office for the Valley, warehouse distribution for the Valley, and cost-effective manufacturing expanding from the Bay Area. These commercial development trends reveal the Region’s multi-nodal nature and increasingly diverse economic base:

- **The steady rise in Class A office space highlights the region’s economic maturation and multi-nodal and suburban character.** While the region’s office space inventory grew overall by 30 percent between 1999 and 2006, the share of Class A space nearly doubled-- increasing from nearly 12 million to over 22 million square feet (Figures 2-44). This growth was spread throughout the region, with concentrations in Downtown, the Highway 50 Corridor, and Roseville/Rocklin.



The region's office market consisted of an established Central Business District (CBD) and growing suburban markets. Downtown added the most inventory, though suburban submarkets also played a significant role-- Roseville/Rocklin and the Highway 50 Corridor added substantial space during this period (Table 2-14).

Table 2-14 Sacramento Region Commercial Highlights: 1999-2006				
<i>Item</i>	<i>2006 Total Inventory</i>	<i>Change Since 1999</i>	<i>% of Regional Growth</i>	<i>1999-2006 Avg. Vac. Rates</i>
CLASS A OFFICE SPACE				
Sacramento Region	21,850,000	9,876,000	100%	13%
Select Submarkets				
Downtown	8,624,000	3,140,000	32%	7%
Highway 50 Corridor	4,249,000	2,246,000	23%	13%
Roseville/Rocklin	2,540,000	1,961,000	20%	40%
Natomas/Northgate	2,838,000	1,003,000	10%	25%
Folsom	1,871,000	851,000	9%	7%
FLEX SPACE				
Sac Region	19,250,000	3,350,000	100%	13%
Select Submarkets				
Roseville – Rocklin	3,100,000	1,220,000	36%	10%
Northgate – Natomas	2,110,000	720,000	21%	15%
West Sacramento	1,230,000	320,000	10%	9%
Auburn-Lincoln	612,940	161,000	5%	10%
Folsom- El Dorado	396,000	229,000	7%	6%
WAREHOUSE/DISTRIBUTION SPACE				
Sac Region	164,150,000	19,390,000	100%	11%
Select Submarkets				
Roseville-Rocklin	18,850,000	3,590,000	19%	12%
Northgate – Natomas	12,360,000	3,460,000	18%	10%
Power Inn	27,560,000	2,200,000	11%	13%
Sunrise - Highway 50	14,390,000	2,140,000	11%	7%
West Sacramento	16,390,000	2,150,000	11%	10%
Marysville- Yuba City	6,360,000	510,000	3%	4%
Folsom- El Dorado	3,920,000	470,000	2%	5%
Auburn-Lincoln	2,980,000	150,000	1%	1%

Prepared by New Economics & Advisory, 2012.
Source: Colliers 2012 (proprietary data).

- **As the urban center of the region, Downtown served as the center for State government and associated businesses and groups and remains the preeminent location for professional users.** In 2004, the State owned and occupied nearly 10 million square feet of space in Downtown. Within this total, the State leased approximately 60 percent of occupied, privately-owned space Downtown (SIOR 2004).² In addition, around this time, the State completed

² The SIOR report states that the Sacramento CBD contained roughly 8.9 million total square feet of privately-owned office space; 1.4 million square feet of this space was vacant, leaving 7.5 million square feet of occupied space in the private office market.

several new, large office projects, including the East End Complex, (2 million sq. ft.), the CalPERS Building, (560,000 sq. ft.), and the CalEPA Building, (950,000 sq. ft). Rent for Downtown Class A space (\$2.70 monthly) became the highest in the region. Aside from the State, professional users include lobbyists, professional services, legal, and accounting firms.

- **California’s evolving role as an industrial distribution node increased the importance of air and highway accessibility.** This trend placed the Stockton area in a competitive position with Sacramento for the state as a whole, though Sacramento maintained its position as a distribution node for the northern part of the Valley and for Northern Nevada. Select submarkets with strong highway confluences, such as Natomas/Northgate and West Sacramento, accommodated high amounts of growth and maintained low vacancy rates.
- **The region’s industrial base also began to diversify.** According to Colliers data, in 2006 the region’s industrial inventory of 183 million square feet remained oriented toward warehouse distribution (90 percent). Yet, it also carried a small yet stable supply of flex space (10 percent). To maintain this distribution ratio over time, flex space grew by more than 20 percent compared to only 13 percent for warehouse distribution. New flex space gravitated to Roseville/Rocklin, Northgate/Natomas, and West Sacramento. Roseville/Rocklin and West Sacramento also exhibited relatively low vacancy rates.

Retail Market Performance: 2003 Snapshot

A snapshot of taxable, per-capita sales in 2003, shown in Table 2-15, highlights the variety of retail development in the region. This table identifies the net amount of per-capita taxable sales compared to the statewide average. So, for example, Placer County generated \$92 more in taxable sales per person than the statewide average (resulting in a “surplus”), while El Dorado County generated \$272 less in taxable sales per person than the statewide average (resulting in “leakage”). Generally, a surplus indicates that a jurisdiction is drawing in customers who live elsewhere, while leakage indicates that residents are leaving the jurisdiction to buy those goods in another area.

- **Placer County’s super-regional retail centers and auto sales dealers made it the highest performing retail sales county in the Region in 2003.** While Placer County achieved a surplus of roughly \$6,500, Sacramento County’s retail sales level was very close to the statewide average. The County exhibited a slight loss in apparel, eating and drinking, and service stations.

Table 2-15 Retail Leakage Analysis: Sacramento Region (in \$2003)

Type of Business	Taxable Sales Per Capita ¹						
	El Dorado	Placer	Sacramento	Sutter	Yolo	Yuba	Region
Retail Stores							
Apparel stores	(\$272)	\$92	(\$36)	(\$223)	(\$271)	(\$399)	(\$76)
General Merchandise stores	(\$662)	\$814	\$170	\$1,012	(\$569)	(\$758)	\$136
Specialty stores group	(\$538)	\$727	\$187	(\$1,246)	(\$474)	(\$1,246)	\$46
Food stores	\$232	\$329	\$77	\$264	\$152	(\$47)	\$134
Eating and drinking places	(\$219)	\$307	(\$83)	(\$314)	(\$224)	(\$623)	(\$78)
Home furnishings and appliances	(\$268)	\$152	\$80	(\$138)	(\$241)	(\$330)	\$14
Bldg. material & farm implements	(\$161)	\$584	\$224	\$1,009	\$146	\$251	\$269
Auto dealers & auto supplies	(\$469)	\$2,910	\$96	\$41	\$25	(\$1,216)	\$392
Service stations	(\$127)	\$181	(\$63)	(\$208)	\$152	(\$124)	(\$24)
All other retail stores	(\$60)	\$380	\$14	\$1,097	\$355	\$66	\$133
Total (rounded)	(\$2,500)	\$6,500	\$700	\$1,300	(\$900)	(\$4,400)	\$1,000

Source: Department of Finance-Demographic Research Unit; and California State Board of Equalization 2003.

Prepared by Economic & Planning Systems, Inc., 2005

¹ Represents the difference between a city's per capita level of taxable transactions and California's per capita level of taxable transactions.

Housing Trends (Through 2006)

Over the last few decades, Sacramento has been able to solidify its status as a regional hub that is competitive with the Bay Area in terms of providing relatively affordable and accessible housing. Between 1990 and 2006, the region's rapid population and employment base increases highlighted its ability to capture growth within the state; however, rapid cost and price appreciation unsupported by proportionate increases in income and job growth ultimately produced an unsustainable rate of growth.

Regional Residential Trends

- **Between 1990 and 2006, the region experienced average annual growth of about 15,600 units per year; this growth was dominated by single-family development.** Over this period, about 82 percent of development, (12,800 units annually), occurred as single-family homes (Table 2-16).

Time Span	Sacramento Region				Total ¹	Bay Area	
	Single Family ¹		Multifamily ¹			Total ¹	Sac as % of Bay Area
	Amount	%	Amount	%			
1987-2012	10,900	81%	2,600	19%	13,400	18,800	71.3%
Decennial Snapshots							
1986-1995	11,100	80%	2,900	21%	13,900	22,600	61.5%
1996-2005	15,000	82%	3,400	19%	18,300	21,600	84.7%
Other Select Timeframes							
1990-2006	12,800	82%	2,700	17%	15,600	19,300	80.8%
2000-2006	17,100	82%	3,800	18%	20,900	21,800	95.9%
2007-2012	3,400	79%	900	21%	4,300	10,900	39.4%

Source: Construction Industry Research Board (1985-2005), California Homebuilding Foundation (2005-2012).

Both of these are proprietary data.

Note: All figures rounded to the nearest 100 permits.

¹ Represents the average annual permits.

- **Between 2000 and 2006 multifamily development began to flourish.** During this time apartment and condominium development occurred on a much larger scale compared to previous decades and the region achieved annual permits ranging from 3,000 to 5,000 units per year. However, it is important to note that despite these high figures, multifamily development continued to represent less than 20% of total new permits in the region.
- **Between 1996 and 2006, the region's permit volume equaled or surpassed that of the entire nine-county San Francisco Bay Area.** Construction activity increased substantially in the late 1990s through 2006. This level of competition, accompanied by home prices and less relative affordability compared with the Bay Area, would ultimately not be sustained past 2006.
- **In the early 2000s, high land prices made higher density development much more attractive to builders and homebuyers than single-family large-lot units.** While new homes in the region had traditionally been built at a gross density of five to six units per acre, in the early 2000's a renewed interest in developing higher density product in the region, especially Downtown, surfaced; planned housing projects in the City of Sacramento became increasingly dense. As of 2004, planning information provided by City staff indicated that proposed projects in the city had the highest average density in the region, at approximately 11 units per acre (Economic & Planning Systems, 2005).
- **Home prices rose rapidly through 2006, affecting the ability of local families to buy homes, challenging one of the fundamental assets upon which the region was built.** The loss of affordability as home prices rose rapidly in the early 2000s prevented many families from buying homes (Table 2-17). In 2005, a family in the 4-county region earning the median household income could only afford about 7 percent of homes, compared to nearly 60 percent in 1999 (Sangree 2012). Included among the top 20 metropolitan areas in the nation with a high annual rate of home price appreciation, the Region experienced annual residential price appreciation more than double the national average of 13 percent during that period (Office of Federal Oversight 2005).

Table 2-17 Affordability Index for Select Areas and Years

<i>Location</i>	<i>1984</i>	<i>1989</i>	<i>1994</i>	<i>1999</i>	<i>2004</i>
Sacramento	38%	44%	56%	58%	29%
San Francisco Bay Area ¹	14%	15%	33%	27%	15%
Central Valley Area ²	N.A.	N.A.	54%	54%	29%
California					
Detached Homes	23%	21%	39%	37%	20%
Condominiums	30%	37%	52%	50%	29%

Source: California Association of Realtors 2005

¹ Includes Alameda, East Bay, Berkeley, Contra-Costa, Marin, North Solano, Oakland, San Benito, San Francisco, San Mateo, Santa Clara, and Solano.

² Includes Sacramento, Bakersfield, Central Valley, Fresno, Kern River, Lake Isabella, Lodi, & Merced.

City Residential Trends (1990-2006)

- **Between 1990 and 2006, the City issued, on average, roughly 1,900 residential permits per year, exhibiting some similar development patterns as the region.** During this period, Sacramento’s share of single-family versus multifamily development mirrored the region’s: 74 percent and 26 percent, respectively. However, during the early 2000s, the city provided nearly one-third of the Region’s new multifamily stock, suggesting the scale of development that is possible when land prices are high enough to support higher density development. Table 2-18 shows permit trends between 1987 and 2012—please note that this table includes a longer timeframe than 1990-2006 to be able to provide a comparison of 1990-2006 to other periods; a discussion of 2007-2012 trends is found later in this section.

Table 2-18 Average Permits per Year, City of Sacramento

Time Span	City of Sacramento					Sacramento Region			City as a Portion of Region (%)		
	Single Family ¹		Multifamily ¹			SF	MF	Total	SF	MF	Total
	Amount	%	Amount	%	Total ²						
1987-2012	1,300	65%	700	35%	2,000	10,900	2,600	13,500	12%	27%	15%
Decennial Snapshots											
1991-2000	700	78%	200	22%	900	9,800	2,000	11,800	7%	10%	8%
2001-2010	1,700	68%	800	32%	2,500	12,200	2,800	15,000	14%	29%	17%
Other Select Timeframes											
1985-1990	1,900	58%	1,400	42%	3,300	13,000	5,400	18,400	15%	26%	18%
1990-2006	1,400	74%	500	26%	1,900	12,800	2,700	15,500	11%	19%	12%
2000-2006	2,400	69%	1,100	31%	3,500	17,100	3,800	20,900	14%	29%	17%
2007-2012	500	63%	300	38%	800	3,400	900	4,300	15%	33%	19%

Source: Construction Industry Research Board (1985-2005), California Homebuilding Foundation (2005-2012). This data is proprietary.

Note: All figures rounded to the nearest 100 permits.

¹ Represents the average annual permits.

² Citywide permit data is based on 3rd-party data, while permit data by Community Plan Area summarized in Table 2-19 is based on City staff analysis. Total City permits do not match, but cannot be reconciled because single-family versus multifamily totals by Community Plan Area were not available.

- **In the early 2000s, the city’s residential market comprised four major segments: multifamily, attached for-sale housing units, entry-level single-family units, and move-up/semi-custom/custom single-family units.**

Multifamily units typically included any residential building with more than three units, (e.g. garden-style apartment homes to three- or four-story complexes). Attached, for-sale housing units included for-sale condominium and townhome products and attracted buyers who could not afford or did not want a detached single-family home. Moderate-income households, single professionals, and trade-down buyers such as empty nesters and retirees, chose from units ranging from 1,000 to 2,500 square feet and costing between \$250,000 and \$500,000. Entry-Level Single-Family Units were usually built on lots smaller than 6,500 square feet. Homes typically ranged in size from 1,750 square feet to 2,500 square feet and were priced between the mid-\$200,000s and to the mid-\$500,000s. Move-Up/Semi-Custom/Custom Single-Family Units were typically built on large lots of at least 6,500 square feet and priced above \$500,000. These units also included housing suitable for executives.

Between 2000 and 2006, nearly three-fourths of new development occurred in North Natomas, while less than ten percent occurred in the Central City. North Natomas can be characterized as greenfield with primarily large-lot single family homes, whereas the Central City is the infill and redevelopment core of Sacramento. This pattern reflects the continuing challenges faced by infill development, as discussed more in Part 3 of this section.

Table 2-19 shows trends in new units between 2000 and 2011—please note that this table extends past 2006 in order to provide a comparison to other periods; a discussion of trends for 2007-2011 is found later in this section.

Table 2-19 Additional Residential Units by Community Plan Area: 2000-2011

Community Plan	2000-2006			2007-2011			2000-2011		
	Total	% of Total	Ann. Avg	Total	% of Total	Ann. Avg	Total	% of Total	Ann. Avg
Arden-Arcade	10	0%	1	18	0%	4	28	0%	2
Central City	597	2%	85	312	6%	62	909	3%	76
East Sacramento	475	2%	68	181	3%	36	656	2%	55
Fruitridge/Broadway ²	262	1%	37	249	5%	50	511	2%	43
Land Park	102	0%	15	56	1%	11	158	1%	13
North Natomas	17,326	70%	2,475	2,508	48%	502	19,834	66%	1,653
North Sacramento	1,076	4%	154	339	6%	68	1,415	5%	118
Pocket	813	3%	116	131	2%	26	944	3%	79
South Area ³	989	4%	141	216	4%	43	1,205	4%	100
South Sacramento	1,865	8%	266	793	15%	397	2,658	9%	295
South Natomas	1,311	5%	187	465	9%	93	1,776	6%	148
Total City of Sacramento⁴	24,826	100%	3,547	5,268	100%	1,292	30,094	100%	2,582

Source: For 2000-2001, City of Sacramento, Planning and Building Department Development Activity Report, First Quarter 2005 (4/15/05). For 2002-2011, City of Sacramento (November 2012).

Note: Table based on the number of residential building permits issued for the construction of new units.

¹ Represents average annual new units between 2000 and 2011.

² Fruitridge Broadway Community Plan Area was created as a part of the 2030 General Plan and includes the entire former East Broadway Community Plan Area and a portion of the former South Sacramento Community Plan Area. Figures through 2008 reflect permits only within the former East Broadway Community Plan Area boundaries.

³ South Area Community Plan Area was created in 2009 as part of the City's last General Plan Update. It includes most of the former South Sacramento Community Plan Area and all of the former Airport-Meadowview Community Plan Area. Units between 2000 and 2008 reflect Airport-Meadowview units only; permits in the former South Sacramento Community Plan Area cannot be added together prior to 2009 because a portion of South Sacramento is now located in Fruitridge Broadway.

⁴ Citywide permit data is based on City staff data, while permit data summarized in Table 2-18 is based on 3rd-party data. Total City permits do not match, but cannot be reconciled because single-family versus multifamily totals by Community Plan Area were not available.

- Changes in the City's demographic profile between 1990 and 2000 included a number of dynamics directly or indirectly affecting demand for housing.** First, a steady citywide rise in immigration and an increasingly diverse ethnic composition (including Hispanic origin and foreign-born residents) influences the type of housing desired by city residents, (e.g. preference for traditional housing product³). Second, a decrease in the proportion of young people (18-35) and older people (55 and above) affects long-term demand for urban, high-density living opportunities. Third, less affluence than the Bay Area limits the market for high-priced housing. Fourth, increased commuting from areas outside the City to work in the City and residents of the City traveling to other areas for work reflect the continuing nodal distribution of the Region's population and employment.

³ A 2004 research study found that immigrant and minority home buyers exhibit preferences for a separate living room (as opposed to open kitchen-dining room floor plan), the ability to live in an extended family environment, and/or Feng Shui attributes. The study concludes that these features can be found more easily in homes built before the last real estate boom (Carliner 2004)

- **City home prices changed at rates similar to the region, though prices remained lower than the region as a whole.** Snapshots of annual home prices, shown in Table 2-20, further indicate that city and region home price changes were generally more pronounced than the state as a whole both in the upswing and downswing of the market.

Table 2-20 Median Home Prices for Select Areas: 1996-2012

Year	City of Sacramento			Yolo Sacramento Region			California	
	Avg Price ¹	% of CA	Change	Avg Price ¹	% of CA	Change	Avg Price ¹	Change
1996	\$104,000	52%	--	\$155,000	78%	--	\$199,000	--
2001	\$171,000	61%	64%	\$249,000	88%	61%	\$282,000	42%
2006	\$366,000	68%	114%	\$435,000	80%	75%	\$541,000	92%
2011	\$162,000	47%	-56%	\$224,000	65%	-49%	\$345,000	-36%
2012	\$162,000	47%	-48%	\$219,000	63%	-44%	\$345,000	-35%
Ann. Growth	3.5%	--	--	2.6%	--	--	4.6%	--

Source: RAND California 2013.

¹ Prices are for all homes. All prices are rounded to the nearest thousand dollars and reflect May average.

Part 2: Current Economic and Real Estate Conditions: (2007-2012)

The financial crisis of 2007-2008 marked the end of the last real estate cycle. The crisis was driven by a largely artificial expansion of the housing market, which had experienced a substantial increase in sub-prime mortgage lending, bundling of these mortgages on Wall Street, and widespread investments in these bundles by individual and institutions. The overvalued housing market eventually began to retract, but banks and insurance companies had insufficient capital to cover losses as prices and share values fell (Encyclopaedia Britannica 2013). This crisis sparked a global recession that technically ended in 2009 for the United States but has continued to affect economic growth at the national, state, regional, and local levels.

The following provides a summary of findings for employment, the commercial real estate market, and housing for the period of 2007 through 2012.

- **Since 2007, the financial crisis has negatively impacted employment levels, home prices, and commercial and industrial activities (Table 2-21).** As of 2012, the region showed signs of improvement in unemployment, home values (compared to 2011 lows), and commercial market performance (also compared to 2011 lows), though it is difficult to predict the pace at which improvement will continue to occur.

Table 2-21 Sacramento Region Economic Indicators (2007-2012)

<i>Item</i>	<i>2006</i>	<i>2008</i>	<i>2010</i>	<i>2012</i>	<i>Last Time Same Amount as 2012</i>
Unemployment¹					
Arden-Arcade Roseville MSA	NA [2]	7.00%	12.50%	10.40%	pre-1983
California	NA [2]	7.20%	12.40%	10.50%	pre-1976
Residential Indicators					
Median Home Price ³	\$384,000	\$221,000	\$194,000	\$173,000	2001
New Homes Built ⁴	13,700	6,000	2,800	2,000	pre-1985
Commercial Real Estate Market Indicators⁵					
Office Vacancy Rate	12.3%	13.8%	16.8%	17.4%	pre-1999 ²
Office Asking Rent	\$2.00	\$2.12	\$1.86	\$1.70	2002
Industrial Vacancy Rate	11.1%	10.3%	13.2%	13.3%	2002/2003
Industrial Asking Rent	\$0.52	\$0.57	\$0.44	\$0.39	2003
Retail Vacancy Rate	7.3%	8.9%	14.3%	13.6%	pre-2005 ²
Retail Asking Rent	\$2.05	\$2.05	\$1.65	\$1.45	pre-2005 ²

Prepared by New Economics & Advisory, 2012.

¹ From BLS data for large metropolitan areas: <http://www.bls.gov/lau/#tables>

² Data not available before this date.

³ Existing homes, detached only. Excludes new home sales and all attached product. From California Association of Realtors. Data reflects June of each year.

⁴ Permits issued.

⁵ From Colliers, Sacramento. Proprietary data.

- **Between 2006 and 2011 the region lost nearly 100,000 jobs, mostly in three sectors (Table 2-22).** According to data from the State’s Employment Development Department, most of these jobs were in Construction, Trade, Transportation & Utilities, and Financial Activities (EDD 2012). Please note that with this EDD data multiple jobholders, (i.e., individuals with more than one job), may be counted more than once, while self-employed, unpaid family workers, and private household employees are excluded. As a result, these figures should not be directly compared to the SACOG job estimates or forecasts, which include a variety of other jobholders.
- **Between 2006 and 2011, the Region lost some specialization in Financial Services and Construction, maintained Professional & Business Services, and actually gained in Government.** State and Federal decisions in this Region to impose furloughs over layoffs may largely account for the gain in Government specialization. After 2011, latent economic impacts on public-sector agencies may have reversed this gain.

Table 2-22 Regional Job Losses by Industry: 2006-2011							
Industry	Total Jobs Sacramento Arden Arcade Roseville MSA				Specialization Rate ¹		
	2006	2011	Net Loss	% of Loss	2007	2011	% Diff.
Total, All Industries	906,600	810,300	(96,300)	100%	--	--	--
Major Sources of Losses (by Industry)							
Construction	70,700	36,200	(34,500)	36%	1.36	1.17	-14%
Trade, Transportation & Utilities	153,600	132,700	(20,900)	22%	0.90	0.89	-2%
Financial Activities	61,500	46,600	(14,900)	15%	1.23	1.09	-11%
Professional & Business Services	112,500	101,400	(11,100)	12%	0.85	0.85	0%
Government	228,400	224,600	(3,800)	4%	1.57	1.67	6%
Other Sectors	279,900	268,800	(11,100)	12%	NA	NA	NA

Source: California Labor Market Information Division: Custom-prepared data. Non-seasonal data.

¹ As compared to California as a whole.

Prepared by New Economics & Advisory, 2012

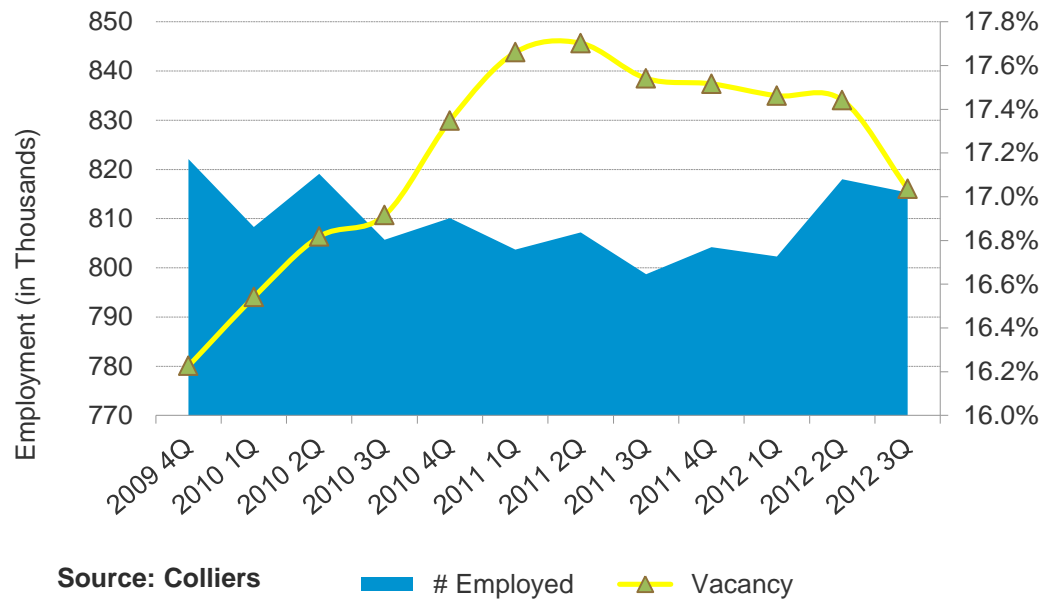
- **The Region's economic performance in 2012 suggests a recovery is in progress. Experts predict modest growth through 2015.** The local brokerage community reports that the office market has made slow but steady progress since early 2011, citing declining (though still high) vacancy rates, steady lease rates similar to 2002 levels, and several quarters of positive net absorption.

Looking forward, short-term regional employment forecasts are optimistic for new jobs tied to the health care sector and the clean energy sector (Glover 2013). The University of Pacific Forecasting Center predicts that the statewide economy will gradually improve between 2013 and 2015, with the Sacramento Region experiencing more noticeable growth in 2014/2015 (UOP 2013). However, as of 2012 the Region had not yet experienced any identifiable long-term sources of major job growth.

Commercial Market Conditions

- **As of the 3rd quarter of 2012, the region's commercial real estate market was characterized by ongoing high vacancy rates, low lease rates, and low or negative net absorption.** Local brokerage houses reported that tenants continue to negotiate rent concessions during lease renewals, (adjusting down from peak rates), a trend that is masking any recovery in lease rates.
- **The Region's commercial markets remain inextricably linked to employment growth.** As shown in Figure 2-45, employment levels and vacancies are negatively correlated. In 2012, the region continued to endure a mix of major departures (e.g. Campbell's Soup and Comcast) and arrivals (e.g. Sutter back-office consolidation and Dignity Health expansion) of large employers.

Figure 2-45 Metro Employments vs. Office Vacancy



As of 2012, the region had an estimated 10.3 million square feet of excess vacant industrial, office, and retail space above the level expected to occur under long-term, historical vacancy rates. As Table 2-23 shows, current vacancy rates for the region range from 13 to 17 percent, compared to long-term rates ranging from 8 to 13 percent.

Table 2-23 Sacramento Region Excess Commercial Vacancy Estimate

<i>Item</i>	<i>Office</i>	<i>Industrial</i>	<i>Retail</i>	<i>Total</i>
Current Vacant Sq. Ft. (3rd Q 2012)				
Inventory	91,744,062	187,004,132	59,126,196	337,874,390
Vacancy Rate	17%	13%	13%	--
Vacant Sq. Ft.	15,629,882	24,783,279	7,901,145	48,314,306
Vacant Sq. Ft. Under LT Vacancy Rates				
LT Vacancy Rate (1999-2012)	13%	11%	8% ¹	--
Estimated Vacant Space	11,827,522	21,049,515	4,730,096	37,607,133
Excess Vacant Space (Rounded)	3,800,000	3,700,000	3,200,000	10,700,000
Square Feet per Job ²	300	800	350	--
Estimated Jobs Potentially Attributed to Excess Vacant Space	12,700	4,600	9,100	26,400
Total Job Loss (2006-2011) ³	--	--	--	96,300
<i>As a % of Total Job Loss</i>	--	--	--	27%
Excess Vacant Space (Rounded)	3,800,000	3,700,000	3,200,000	10,700,000

Sources: Colliers Sacramento, New Economics & Advisory.

Prepared by New Economics & Advisory, 2012.

¹ Historical data prior to 2006 for the Sac Region was not available. Typical vacancy rates in a normal economy are likely 5-10 percent.

² Industry standard assumptions. Retail not consistent with SACOG MTP assumption of 250 sq. ft. per employee.

³ From Table 2-22.

- **The State appears to be consolidating and downsizing its role in the private office sector, though it will continue to be a large presence Downtown.** 2012 data for State-occupied private-sector space was unavailable, but broker interviews indicated modest leasing activity and a preference to renovate State-owned buildings. Recent private-sector activities include build-to-suit Correctional Health Care facilities in Elk Grove, (relocating workers from Downtown), a lease renewal for the State Controller's office on Capitol Mall, and a Department of General Services lease for 265,000 square feet at McClellan. While the State will seek opportunities to maximize use of its own buildings and more cost-effective options outside Downtown, the need to meet certain locational requirements, (e.g. proximity to transit), will ensure that Downtown remains a prime location for State workers.
- **Local brokerage houses report that Sacramento's industrial market continues to struggle, while other nearby regional industrial markets, such as San Joaquin, are actively recovering.** Similar to the office market, a mix of large move--in's and move--out's in Sacramento are producing unstable conditions. Only very recently has Sacramento's industrial market shown some positive signals, including positive quarterly net absorption, increased leasing and sales activity, (primarily in Woodland), and flat lease rates. Food & beverage storage and distribution has remained strong through the downturn, but the market's most recent major construction project-- the 200,000 sq. ft. Mori Seiki building completed in September of 2012 was the only identifiable new project in the Region. In contrast, the San Joaquin market, primarily focused on warehouse distribution, is experiencing high levels of demand for large-format, high-cube warehouse space.

Residential Market Conditions

- **Since the peak of the market, median homes prices in the region have collapsed—from about \$415,000 in late 2005 to \$205,000 in 2012-- and are not expected to recover quickly.** The fall in home prices, shown in Table 2-24, has improved the relative affordability of housing, though job losses and changes in bank financing rules have negatively affected people’s ability to buy homes.

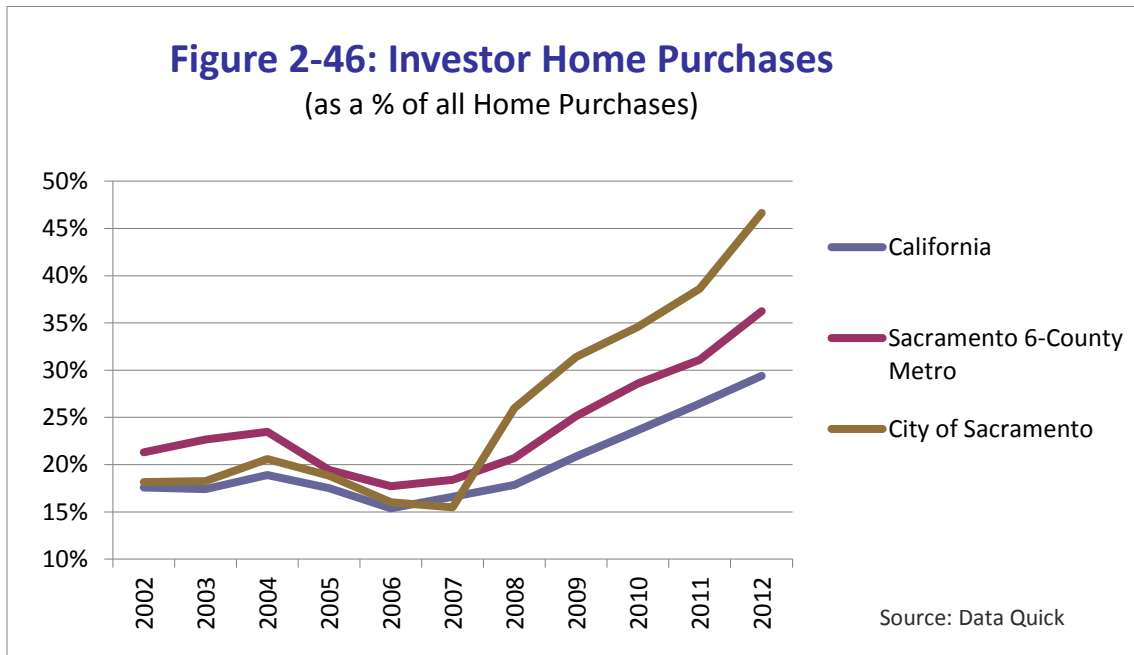
The scale of foreclosures and short sales in the region has placed additional downward pressure on home prices. The city alone experienced over 20,000 foreclosures between 2007 and 2012 (as shown in Chapter 3 of the General Plan Housing Element). Distressed properties add inventory to the market and typically garner prices that are 20 to 30 percent lower than their non-distressed counterparts nationally (Realty Trac 2012). Recent estimates further suggest that 30 percent of the region’s existing homes still have negative equity (National Association of Realtors 2012). This portion of the market could inhibit a more robust recovery of home prices.

Table 2-24 Median Home Prices Compared to Median Income, Sacramento Region						
<i>Sacramento Region</i>	<i>1991</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Median Home Price	\$144,000	\$175,000	\$413,000	\$205,000	\$183,000	\$205,000
Median Income	\$39,700	\$52,900	\$63,400	\$73,100	\$75,100	\$76,100
Housing Opportunity Index	26.9	46.7	7.4	76.3	79.9	81.0

Source: NAHB 2013.

Prepared by New Economics & Advisory, 2013.

- **Beginning in 2007, new home construction plummeted.** Between 2007 and 2012, the region produced about 4,300 new homes annually, or one-fourth of the supply of new homes produced annually between 1990 and 2006 (Table 2-18). Similarly, the city produced only about 800 units per year during this period, compared to 1,900 annually between 1990 and 2006.
- **2012 brought modest home price increases that are likely driven by multiple factors, including affordability, low interest rates, and investor purchases.** Regional home prices appear to have bottomed out in 2011 at \$183,000 per unit. Many real estate professionals believe that recent price increases are being driven by a lack of supply for entry-level buyers; in 2011 the number homes sold for less than \$200,000 increased by 20 percent. However, absentee-owner purchase data from DataQuick, as shown in Figure 2-46, suggests that investors make up a major share of these home purchases; these investors often offer stronger terms (e.g. all cash, no appraisal) and are thereby constricting supply for traditional first-time homebuyers.



- **During 2012 renewed interest in finished lots signaled an important rebound in the housing market.** Substantial increases in new home sales, combined with the stable or modestly increasing home prices, motivated developers and builders to reevaluate inventory planning in 2012. According to the Gregory Group, in 2012 the Region had over 5,000 finished lots in active projects, 8,000 partially finished lots, and 40,000 tentative map lots (Nax 2012). While this scale of inventory appears high, speculation has occurred predominantly in submarkets where developers/builders feel that market demand is likely to be highest in 2013-2014. Anecdotally, North Natomas and the Natomas Vision Area have been areas of interest within the city; however, sales activity has focused largely on various other parts of the region, including unincorporated Sacramento County, Elk Grove, Roseville, and El Dorado Hills (Land Advisors 2013).
- **High-density development in Downtown Sacramento has continued to occur at steady albeit modest levels.** Between 2007 and 2012, the City permitted an average of 300 multifamily units per year, twice the rate that occurred during the economic slump in the 1990s⁴. During this period, the Central City absorbed an average of 62 new units yearly (Table 2-19); therefore, at most only 20 percent of multifamily units in the city were built in the Central City. Further, anecdotal evidence suggests that much of the Central City's new multifamily housing has been rental, mostly in subsidized affordable housing projects.

⁴ Citywide permit data in Table A-1 is based on 3rd-party data, while permit data by Community Plan Area shown in Table A-2 is based on City staff analysis. The total permits do not match, but cannot be reconciled because single-family versus multifamily totals by Community Plan Area were not available.

Part 3: Citywide Growth Forecasts, Challenges, and Near-Term Trends

This part describes regional and city level growth forecasts, challenges that must be addressed to support projected growth, and near-term commercial and residential development patterns affecting growth.

Growth Forecast: SACOG 2035 MTP

In 2004, the Sacramento Area Council of Governments (SACOG) adopted the Preferred Blueprint Scenario, a long-range vision for the six-county Region that promotes compact, mixed-use development, more transit, and more transportation choices (SACOG 2012a). The Blueprint accounts for an expected smaller in household sizes as a result of lower fertility production rates and the aging of the region's population.

- SACOG's 2035 MTP/SCS, which has incorporated the Blueprint concept, projects that the region will have approximately 1.3 million employees and 1.2 million housing units by 2035 (SACOG 2012b). Sacramento is expected to contain roughly 20 percent of the region's housing and nearly 30 percent of the region's jobs. The SACOG forecasts project the city will have roughly 261,000 housing units and 387,000 employees by 2035 (Table 2-25).

Table 2-25 SACOG Growth Forecast, City of Sacramento: 2012-2035								
Item	2012 Estimated Number	2020 Projected Number	2035 Projected Number	2012-2035 Growth			1990-2012 Actual	
				Total Amount	Avg. Ann. Amt.	Avg. Ann. Growth Rate	Avg. Ann. Amt.	Avg. Ann. Growth Rate
Housing (Units)								
Single-Family (SF)	118,687	125,960	129,623	10,936	475	--	1,100	--
Multifamily (MF)	73,665	93,150	131,076	57,411	2,496	--	500	--
Total Housing Units¹	192,352	219,110	260,699	68,347	2,972	1.3%	1,600	1.0%¹
% of Total								
Housing (SF/MF Split)								
SF (%)	62%	57%	50%	16%			69%	
MF (%)	38%	43%	50%	84%			31%	
Total (%)	100%	100%	100%	100%			100%	
Employees²	299,732	323,217	386,215	86,483	3,760	1.1%	NA	NA

Sources: SACOG (February 2013), California Department of Finance, City of Sacramento, and New Economics & Advisory. 2012 estimated SF and MF units provided by Mintier Harnish based on data collected by City staff in 2012.

¹ In 1990 there were 153,362 housing units in the City. By 2012, there were 37,100 additional units.

² For purposes of this table, 2012 employee figures reflect 2008 SACOG estimates while 2035 estimates are consistent with the buildout scenario described by Mintier Harnish in its March 26, 2013 memorandum to City staff describing the buildout analysis.

Prepared by New Economics & Advisory, 2013.

- **To achieve the 2035 projections, new housing development will need to outpace historical growth rates.** The city will need to add approximately 68,000 housing units, or about 3,000 new units per year. This rate is about 30 percent higher than the city’s average annual pace of growth between 1990 and 2006 (roughly 1,600 new units per year or a rate of 1.0 percent). In contrast, growth rates typically attenuate over time as areas grow larger, and the region has exhibited these patterns as described previously (Table 2.6-11).
- **The SACOG forecast predicts a significant change in Sacramento’s mix of housing units, effectively reversing the city’s historical development patterns.** SACOG’s projection suggests that by 2035 half of the city’s units will be multifamily. To reach this level, 84 percent of new units constructed between 2012 and 2035 will have to be multifamily, upending the city’s historical pattern of 35 percent over the last twenty-six years.
- **Sacramento’s current stock of approved and planned projects appears to support a trend toward increased multifamily development, though 100% of the approved multifamily units, plus 18,300 additional units, would be needed to achieve the SACOG’s multifamily target.** Research into approved and planned projects suggests that building patterns may be changing. As shown in Table 2-26, 74 percent of approved projects and 68 percent of planned units are classified as multifamily. However, multifamily units are located predominantly within specific plans or master plans, such as the Towers, Railyards, Docks, Township 9, and Delta Shores. The future of some of these

projects remains uncertain. Without full absorption of these, plus additional similar projects, it will be difficult for the city to achieve the 2035 forecast.

Discussion of housing trends should, however, be further qualified by how multifamily and single-family housing is defined. These terms are evolving. For example, development occurring at densities of 8-12 units can occur as detached or attached units; this type of product exists in several approved projects, such as Delta Shores and North Natomas. Depending on how these types of units are classified, a substantial amount of development could be reclassified one way or the other.

Table 2-26 Summary of Approved Residential Units, City of Sacramento (2013)						
<i>Item</i>	<i>Single Family (SF)</i>	<i>Multi-Family (MF)</i>	<i>Total</i>	<i>Portion of 2035 Target</i>		
				<i>Single Family (SF)</i>	<i>MF Multi-Family (MF)</i>	<i>Total</i>
Forecast (Residential Units)	--	--	--	129,623	131,076	260,699
SF/MF Split	--	--	--	50%	50%	100%
Portion of Total	--	--	--	100%	100%	100%
Existing Units (2012)	118,687	73,665	192,352	90%	56%	74%
SF/MF Split	62%	38%	100%	--	--	--
Approved and Planned Projects						
Approved Projects						
Rem. Units, Partially BO or UC	3,724	846	4,570	--	--	--
Projects Not Yet Constructed	879	4,631	5,510	--	--	--
SP/MPs Not Yet Constructed	6,279	26,003	32,282	---	--	--
Total Approved Projects	10,882	31,484	42,362	8%	22%	16%
SF/MF Split	26%	74%	100%	--	--	--
Other Planned Projects	3,591	7,600	11,191	3%	6%	4%
SF/MF Split	32%	68%	100%	--	--	--
Existing + Approved + Planned	133,160	112,745	245,905	103%	86%	94%
SF/MF Split	54%	46%	100%	--	--	--
Additional Units Needed to Reach Projection	--	--	--	(3,537)	18,331	14,794

Sources: City of Sacramento Planning Staff, SACOG.

Economic Growth Strategies

Regional Economic Growth Strategy

The Next Economy Capital Regional Prosperity Plan (Next Economy Plan), led by the Sacramento Metropolitan Chamber of Commerce, Sacramento Area Commerce and Trade Organization, and Valley Vision, is a regional response to the area's current economic challenges. The goal of this plan, published in March 2013, is to develop a regional response to help the local economy excel within the current national and global marketplace dynamic. It aims to help diversify the region's economy, attract new investment, and accelerate job growth by devising a set of common strategies that support innovation and entrepreneurship (Sacramento Chamber Of Commerce 2012a).

The Next Economy Plan identifies six core business clusters that the Region should foster to further diversify the region’s economy (Table 2-27). These clusters emphasize jobs associated with exporting goods and services outside of the region to attract outside new wealth (CSER 2012c).

Table 2-27 Summary of Regional and City Cluster Characteristics

Factor	Final Selected Clusters						Other Cluster
	Ag. & Food	Advanced Manuf.	Information & Comm. Technology	Life Sciences & Health Services	Clean Energy Technology	Education & Knowledge Creation	Knowledge-Intensive Bus. & Fin. Services
Regional Indicators							
2010 Employment	37,442	11,409	30,906	98,646	3,015	16,618	69,893
2010 Output (\$M)	3,455	1,740	9,693	8,643	846	1,115	18,277
2010-2020 Projected Empl Growth	1.4%	-3.1%	3.2%	25.1%	-	14.5%	12.1%
2010-2020 Projected Output Growth	24.3%	30.4%	35.9%	28.1%	-	20.8%	36.4%
Innovation Activity	yes	yes	yes	yes	yes	no	yes
Global Emerging Technology	no	no	yes	yes	yes	no	no
City Indicators							
Jobs Supported	6,400	4,800	-	13,700	1,025	10,000	59,000
% of Regional Jobs	17%	42%	-	14%	34%	60%	84%
Space Supported	office, retail, industrial	industrial	-	-	-	office, industrial	office

Sources: CSER 2012a, CSER 2012b.
 Prepared by Center for Strategic Economic Research, February 2012.

- Cluster 1: Agriculture & Food. This cluster includes a variety of economic activities, such as food manufacturing, grocery and beverage wholesalers, and food services. Through 2020, this cluster expects modest job growth, stable output growth, and high innovation and specialization.
- Cluster 2: Advanced Manufacturing. This cluster includes a variety of manufacturing activities, such as aerospace parts, motor vehicle trailer, chemicals, hardware, heating and ventilation systems, etc.
- Cluster 3: Clean Energy Technology. This cluster includes companies whose primary business activities focus on clean energy, energy efficiency, clean transportation, and green building (CSER 2011b and 2012c).
- Cluster 4: Education & Knowledge Creation. This cluster includes schools, (K-12 as well as post-secondary institutions), printing and publishers, and other training/educational support. The private-sector portion of this cluster expects to achieve growth of about 15 percent in employment and 21 percent in output.

- Cluster 5: Information & Communications Technology. This cluster includes telecommunications carriers, electrical equipment manufacturers, and computer design services. It is forecasted to experience slow job but significant output growth through 2020.
- Cluster 6: Life Sciences & Health Services. This cluster is dominated by health-care related activities, which account for roughly 94 percent of the cluster's 99,000 jobs and 83 percent of the cluster's total output. The Next Economy project predicts high growth in jobs (25 percent) and output (28 percent) through 2020. Further, the predominance of health-care activity within this cluster is expected to drive high productivity, multiplier effects, and innovation activity.
- Knowledge-Intensive Business and Financial Services. Not included in the final set of clusters included in the Next Economy Plan, this cluster may continue to provide important economic development opportunities in the future. Activities include scientific research services, real estate and engineering services, legal and accounting services, insurance funds, etc. This cluster supports the highest output level among the identified clusters and a significant amount of the region's jobs.

City of Sacramento 2013 Economic Development Strategy

The City of Sacramento adopted its 5-Year 2013 Economic Development Strategy, (City 2013 ED Strategy) in May 2013. The City 2013 ED Strategy, which is consistent with the Next Economy Plan, seeks to pursue opportunities to accelerate the creation of jobs that contribute to a sustainable economic base. The City's strategy comprises a series of goals, objectives, and actions, summarized in Table 2-28, while a separate report evaluates the performance of these clusters within the city (CSER 2011a).

- The Region's and City's success in attracting businesses in clusters identified by the Next Economy Project has the potential to accelerate demand for space in the near and middle term. Part 3 of this section identifies specific opportunities to stimulate growth in areas with strong near-term market potential to accommodate some targeted clusters.

Table 2-28 City 2013 5-Year Economic Development Strategy (May 2013)

Goal	Objectives	Summary of Actions
1. Invest in Building Sacramento	Encourage strategic investments and initiatives that lead to economic development, job growth and enhance the quality of life in Sacramento.	Implement planning, infrastructure, funding, and coordination efforts for projects in the urban core, commercial corridors, business districts, and/or other key infill and major development projects.
2. Invest in Local Businesses	A. Establish an economic climate that supports entrepreneurial and innovation start-ups and capitalizes on technology transfer from the college classroom to the commercial marketplace.	Solicit input, develop partnerships, support research and access funding for small and other targeted businesses.
	B. Provide support for the growth and success of small- and medium-sized enterprises.	
3. Invest in the Region's Industries	Grow and retain employment opportunities in the City by executing industry sector and cluster strategies over the next 5 years aimed at Life Sciences and Health Care Niches, Clean Technology and Energy, Post-Secondary Education, and Agriculture Hub and R&D, as well as other linking industries.	Build awareness, support regional efforts, provide direct assistance to targeted firms and industry clusters; partner with universities, businesses, other organizations and utilities to support tourism, industry clusters, culture/arts opportunities with economic benefits.
4. Invest in the Global Economy	Increase Sacramento foreign partnerships, direct investment and export activities, particularly in emerging markets and key industry sectors.	Partner with businesses, chambers, global trade groups, and the federal government to support strategic global partnerships and promote Sacramento firms with export potential.
5. Invest in Partners	Strengthen partnerships with regional partners and community groups in order to increase the City's access to resource that further business retention, outreach and attraction efforts.	Emphasize partnerships with other local and regional organizations to support comprehensive approach to cluster development and economic growth.

Source: City of Sacramento 2013 5-year Economic Development Strategy, May 2013.

Growth Challenges

The region and city face numerous growth challenges going forward. Short-term, needs to facilitate job growth, stabilize the commercial market and support the rebound of home values are inextricably linked to longer-term challenges for the Region to maintain its primary role as the main hub of the Central Valley and provide adequate opportunities for feasible residential growth.

Challenges Facing the Region

- **While Sacramento has been the urban node of the Valley, future statewide growth will spread to other “new” areas.** Over the next 25 years, the Valley will likely comprise several other urban housing and employment nodes, such as Redding, Stockton, Fresno, Merced, and Bakersfield. The region’s role will likely emphasize the state capital, financial and business services activities, the benefits associated with the international airport, and existing and other planned universities, as well as life sciences and medicine assets.
- **The region’s ability to sustain a recovery of home values and generate demand for new home product will be driven by job growth, income levels, and lending practices. As a result of new economic realities, the pool of buyers will be smaller and prices these buyers afford will be relatively lower than before.** In the early- to mid-2000’s, skyrocketing home prices were temporarily supported by relaxed lending practices that gave many buyers access to homes they could not afford to keep in the event of any economic disruption (e.g. reduced income). In contrast, current lending practices will make it much more difficult to buy a home with less than 20 percent down and buyers with substantial levels of other recurring debt/obligations, (e.g. car payments, student loans, etc.) may experience further price limitations. While most households in a position to become a homebuyer will earn substantially more than the median income, new lending practices will affect purchasing power. For the region to sustain long-term growth, it will need to continue to offer an affordable alternative to the Bay Area.
- **As residential growth returns to more substantial levels, it will be difficult in the short-term to achieve densities envisioned by the Blueprint/MTP.** Sales activity in 2011 and 2012 for finished and tentative lots were concentrated in pockets throughout the region, including Sacramento, Folsom, Elk Grove, Rancho Cordova, and Roseville. Interviews with real estate professionals indicated that many existing finished lots are located in projects planned prior to the Blueprint and have densities of 5-6 units per acre. These projects will likely build out before other new, denser product is brought to market.
- **Proximity of employment to housing will become an important factor in determining where consumers will live as well as for employers deciding where to locate their businesses.** A vital principle underlying smart development practices is the relation between transportation and land use. As growth occurs along the edges of the Region, access to public transportation and ease of commute will be key factors for business recruitment and retention efforts.
- **Technology is facilitating changes in work patterns that are expected to place less intensive space demands on the commercial real estate market.** Technological innovations like the laptop, GPS, handheld devices, wireless connectivity to the internet, and the ability to access business files through remote networks have placed greater importance on flexibility in the form of telecommuting, virtual office space, increased numbers of employees “in the field”, and flexible schedules and working arrangements. These changes are

resulting in less demand for traditional commercial space relative to the number of employees a firm may have, particularly with office development but also with retail and industrial development. These patterns will likely slow the re-absorption of underutilized space and excess vacant space, discussed later in this section, as well as the demand for new commercial space.

- **New technology is also facilitating entrepreneurship with different space needs.** Traditionally, emerging businesses often initially occupied Class B or C space to gain a professional presence and gain access to meeting and work space. New technologies now allow these businesses to operate from an owner's home, vehicle, or other non-traditional space (i.e. incubators) that provide the same or better amenities in a different format. The city of Sacramento has at least six incubators supporting high-tech/green businesses, service-based businesses, and the arts; the Urban Hive (19th/H), Hacker Lab (17th/I), Capsity (2572 21st Street), SARTA (Power Inn Road), Sacramento State University Center for Entrepreneurship (Sac State), and the Verge Center for the Arts (6th/S). These incubators provide pooled common space and resources, are highly-amenitized, thereby, and offer cost-effective space for entrepreneurs. As a result, the pool of Class B and C occupants may shrink significantly in the future.
- **Recovery of the retail market will be closely correlated with consumer confidence and economic health of the local population (for strip, neighborhood, and community retail) and of the regional population (for specialty and regional retail).** Local brokerage reports note that 2012 brought reduced vacancies, positive net absorption, and stable lease rates but also predict that ongoing uncertainty about the regional economy will likely temper the pace of retail growth.

Additional Challenges Facing the City

In addition to the regional challenges described above, the city faces specific obstacles to achieve the scale and patterns of growth it desires.

- **As firms evaluate whether to locate or expand within the region, the city will compete against other jurisdictions based on local land prices, taxes, proximity to housing, the entitlement and permitting processes, and location of related businesses.** According to research completed in 2010, the city of Sacramento was classified as a "very high" cost area to do businesses compared not only to other jurisdictions across the state but also compared to other cities/counties in the region (Kosmont-Rose Institute 2010). To gain additional market share of new and/or expanding businesses, the City will need to continue to reduce costs and/or improve amenities and its reputation for ease of doing business compared to other cities and counties.
- **Land Sales within North Natomas, (one of the city's high-growth areas), remain speculative in the development community because of uncertainty about the flood moratorium, future flood insurance increases, and the annexation of the adjacent Natomas Joint Vision Area.** Natomas has been the city's growth engine for several years; until building can continue to occur

there, the bulk of demand for new housing in the region will likely be captured by other greenfield areas (e.g. Roseville, Elk Grove), unless the City can provide competitive, alternative locations for high-volume growth to occur.

- **The City has been actively engaged in improving the development climate for the Central City.** Ongoing efforts will be critical to overcoming the perception that development in the Central City remains difficult. The rapid and substantial appreciation of land and home prices in the early 2000s allowed developers to build a variety of higher-density product, including market-rate and for-sale residential, mixed-use projects, Class A office, and other re-use projects. Under current conditions, development costs exceed prices that can be achieved in this market in regards to for-sale product. As such, it may be challenging for infill developers to complete approved projects in their current format. Table 2-29 provides a summary of approved Central City projects that have not yet been built.

Table 2-29 Approved but Not Yet Built Projects: Central City (December, 2012)

Category	Location	Residential Units			Hotel Rooms	Non-Residential Sq. Ft.
		Single-family (SF)	Multifamily (MF)	Total		
Approved Projects Not Yet Constructed						
Capitol Lofts	10th/R	0	116	116	0	13,000
401 Broadway	4th/Broadway	0	36	36	0	108,000
Aura Condos	NA	0	283	283	0	682,195
The Towers on Capitol Mall	Capitol/4th	0	810	810	0	80,000
800 Block (K Street)	800 K, 801 L	0	200	200	0	22,577
831 L Street	8th/L	0	0	0	0	356,050
Metropolitan (hotel scenario)	NA	0	190	190	190	11,000
Cathedral Square	NA	0	242	242	0	7,290
East End Gateway Site 1 (CADA)	16th/N	0	105	105	0	5,199
East End Gateway Site 4 (CADA)	16th/P	0	45	45	0	7,691
1901 Broadway	19th/Broadway	0	136	136	0	7,280
Tribute Building	20th/Capitol					38,100
SoCap Lofts (remaining phases)	R Street (6-7th)	36	0	36	0	0
2500 R Street	25th/R	34	0	34	0	0
Subtotal		70	2,163	2,233	190	1,338,382
Approved Specific Plans/Master Plans Not Yet Constructed						
Township 9 (Scenario B)	Richards/7th	0	2,350	2,350	0	986,628
Continental Plaza	NA	0	0	0	0	800,000
Railyards Specific Plan	I-5/ I street	0	10,728	10,728	1,100	3,413,000
Remaining River District Specific Plan (net of T9, Cont. Plaza)	River District	0	5,408	5,408	2,038	1,789,372
Docks Master Plan (Option B)	Riverfront	0	754	754	0	43,300
700 Block Project	South side of K	0	153	153	0	63,780
Subtotal		0	19,393	19,393	3,138	7,096,080
TOTAL		70	21,556	21,626	3,328	8,434,462

Sources: City of Sacramento staff, New Economics & Advisory.

Regardless of market conditions, however, real estate professionals involved in Downtown projects since the early 2000s also indicated ongoing difficulties with onerous and unpredictable project obligations, conflicting requirements among departments, and a lack of coordination with other public agencies. In greenfield areas fee credits and cost-sharing agreements are accepted standard practices. In contrast, real estate professionals active in the Central City report that infill developers are typically required to oversize or solve problems beyond the project's immediate issue and pay full development impact fees, but are not afforded any agreements for reimbursement(s) from future projects. These dynamics add substantial cost and risk to projects and motivate developers to consider investment opportunities elsewhere.

To encourage sustainable development, the City updated its parking zoning requirements (changes became effective in January 2013), and is considering other level-of-service adjustments, overall requirements, and/or fee reductions in other departments.

- **Civic amenities are increasingly important factors in retaining and attracting residents, as well as selecting where to live, within the region.** Young professionals are increasingly deciding first where to live, and second what job they can find. In contrast, many families will continue to choose areas with strong school districts, large homes on single-family lots, and top-tier parks and recreation systems. The City’s ability to continue to brand itself as an arts/culture destination, support improvements to local school districts, and improve delivery of urban parks and recreation amenities can help it gain market share for residential growth, particularly for the segments of the population attracted to more urban lifestyles.

The Civic Amenities Strategic Plan, led by the Sacramento Metropolitan Chamber of Commerce, builds on one of the Next Economy’s key economic drivers: investing in cultural institutions and civic amenities. The Draft Strategic Plan, (as of April 2013), contains seven goals in support of providing renowned civic amenities to help the region thrive:

1. Develop a strong support base for our civic amenities and cultural and recreational institutions from businesses, public agencies, and residents.
2. Enhance existing civic amenities to increase participation and attendance.
3. Expand the range of cultural offerings by adding new civic amenities.
4. Secure funding sources to develop and sustain both existing and new amenities.
5. Identify and promote development of civic amenities throughout the Region.
6. Link existing and new civic amenities to education programs to build on the Region’s commitment to education.
7. Develop civic amenities and major events that will substantially boost the numbers of tourists and convention visitors to the Region.

Because the proposed Civic Amenities core district is located largely with Sacramento’s Central City, the City should have a leadership role in this strategy and undertake complementary efforts to improve park and recreation amenities by focusing on improving existing assets, controlling operations and maintenance, and providing opportunities to link existing assets with new Regional amenities described in the Strategy.

- **Initial waves of job growth will be absorbed into existing, underutilized space in the city and region.** Underutilized space, also known as “shadow space,” is an important attraction for near-term job growth because it provides

existing companies with an opportunity to reduce their overhead costs on a per-employee basis by back-filling empty cubicles. This phenomenon has recently been observed in Phoenix, where firms that positioned themselves for growth before the peak of the market are re-hiring but there has been no noticeable impact on vacancy rates as of yet (Colliers Phoenix 2012). Furthermore, sub-leasing activity may continue to increase in the short-term as new users test the market.

The amount of underutilized space in the region and city is unknown, though regional occupancy factors can help frame its potential scale. Between 2006 and 2011, the region lost about 93,000 private-sector payroll jobs; during this period, vacant space increased by about 50 percent, yet occupied space *remained stable* (Table 2-30). As a result, employment density within occupied commercial space declined, from 426 to 500 occupied square feet per employee. This dynamic may be explained by a number of trends:

- Developers inundated the market with new commercial product, (nearly 17 million square feet was added while employment was in free fall);
- Some firms maintained their space despite shedding employees; and/or,
- Firms entering into new leases have operated with fewer employees.

Table 2-30 Occupied Sq. Ft. per Employee, Sacramento Region (2006, 2011)

Item	2006	2011	Difference	
			Amount	%
Sacramento Region				
Private-Sector Jobs	670,600	577,400	-93,200	-14%
Vacant Space	35,000,000	48,000,000	13,000,000	37%
Occupied Commercial Space				
Office	74,800,000	75,600,000	--	--
Industrial	162,600,000	162,500,000	--	--
Retail	48,500,000	50,800,000	--	--
Subtotal Occupied Space	285,900,000	288,900,000	3,000,000	1%
Occupied Employment Density Ratio	426	500	74	17%

Sources: EDD, Colliers

While insufficient data is available to establish a long-term, historical employment density baseline, Table 2-31 illustrates how short-term job growth might be re-absorbed into underutilized space under different long-term employment density ratios. This table indicates that the Region could potentially re-absorb between 31,000 and 65,000 new jobs in underutilized space, or 33-70 percent of the jobs lost between 2006 and 2011.

Table 2-31 Potential Range of Regional Job Growth Into Underutilized Space

Item	Amount	% of Region's Job Loss (2006-2011)
Regional Assumptions		
Private-Sector Jobs (2011) ¹	577,400	--
Occupied Commercial Space (2011)	288,900,000	--
Occupied Sq. Ft. per Employee (2011)	500	--
Total Private-Sector Jobs Lost (2006-2011)	93,200	100%
Estimated New Jobs Into Underutilized Space (Rounded)		
To reach 450 occupied sq. ft. per employee overall	65,000	70%
To reach 475 occupied sq. ft. per employee overall	31,000	33%

Sources: Colliers, New Economics & Advisory

¹ See Table 2-30.

Assuming that the city's commercial space is similar to the region, 33 to 70 percent of jobs lost between 2006 and 2011 would represent 5,200-10,900 jobs, translating into 1-3 years worth of new job growth (Table 2-32). This assumes, of course, that employment is growing at a long-term rate of nearly 4,700 jobs per year and that additional employment growth will continue to exhibit the same scale of demand for commercial space. In reality, near-term annual private-sector job growth is expected to be more modest; moreover, demographic and work pattern changes are resulting in relatively less demand for commercial space, as discussed in a subsequent finding in this section.

Table 2-32 Illustrative Range of Near-Term City Jobs in Underutilized Space

<i>Item</i>	<i>Amount</i>
City Private Sector Payroll Jobs Lost: 2006-2011 [1]	15,682
Example 1: 33% of Jobs Back Into Underutilized Space	
Portion of Jobs Lost: 2006-2011	33%
Number of Jobs Lost: 2006-2011	5,216
Average Annual Job Growth Rate, per SACOG MTP	3,760
<i>Number of Years of Job Growth into Underutilized Space</i>	1.4
Example 2: 70% of Jobs Back Into Underutilized Space	
Portion of Jobs Lost: 2006-2011	70%
Number of Jobs Lost: 2006-2011	10,937
Average Annual Job Growth Rate, per SACOG MTP	3,760
<i>Number of Years of Job Growth into Underutilized Space</i>	2.9

Sources: California Economic Development Department, SACOG, New Economics & Advisory.

¹ Based on custom data provided by California Economic Development Department. Reflects General Plan Policy Area.

- **Absorption of excess vacant space in existing buildings will also occur before the market begins producing substantial levels of new commercial space.** As noted in Part 2, the region currently exhibits vacancy rates that are notably higher than long-term, average rates dating back to 1999. As of 2012, the region may have had *excess* vacant space of about 11 million square feet in leasable commercial space (Table 2-23). This amount represents vacant space above and beyond long-term historical vacancy rates and only includes space in leasable buildings of 5,000 square feet or larger. Data for buildings of less than 5,000 square feet and owner-occupied buildings was not available and is therefore excluded from this calculation (Table 2-33).

Table 2-33 Sacramento Region Excess Commercial Vacancy Estimate

<i>Item</i>	<i>Office</i>	<i>Industrial</i>	<i>Retail</i>	<i>Total</i>
2012 Excess Vacant Space ¹	3,800,000	3,700,000	3,200,000	10,700,000
Square Feet per Job ²	300	800	350	
Estimated Jobs That Could Be Accommodated by Excess Vacant Space	12,700	4,600	9,100	26,400
Total Job Loss (2006-2011)				93,200
% of Total Job Loss (2006-2011)				28%

Source: Colliers Sacramento, New Economics & Advisory.

Prepared by New Economics & Advisory, 2013.

¹ See Table 2-23 for derivation of Regional excess vacant space.

² Retail assumption reflects industry standard and is not consistent with SACOG 2035 MTP assumption of 250 sq. ft. per employee.

Because commercial submarket boundaries can extend beyond the city limits, it is difficult to estimate the amount of excess vacant space within the city or General Plan Policy Area. If, however, the city’s commercial market is performing similar to the region, *excess* vacant space could account for about 4,400 jobs, or 1-2 years worth of future job growth, depending on the rate of job growth in the near term (Table 2-34). Once again, this estimate presumes that new employment growth will continue to exhibit the same scale of demand for commercial space. In reality, demographic and work pattern changes are resulting in relatively less demand for commercial space, as discussed in a subsequent finding in this section.

Table 2-34 Illustrative Range of Near-Term City Jobs in Excess Vacant Space	
<i>Item</i>	<i>Amount</i>
Estimated Private-Sector Job Loss, City of Sacramento (2006-2011)	15,682
% That Might be Accounted for in Excess Vacant Space (Regional %)	28%
Estimated Jobs Potentially Accounted for in Excess Vacant Space	4,442
Lower Range Estimate	
Projected Average Annual Growth (SACOG 2035 MTP)	3,760
<i>Number of Years of Growth Potentially Accommodated by Excess Vacant Space</i>	1.18
Higher Range Estimate	
Lower Average Annual Growth (1/2 of SACOG MTP projection)	1,880
<i>Number of Years of Growth Potentially Accommodated by Excess Vacant Space</i>	2.36

Prepared by New Economics & Advisory, 2013.

- **It is difficult to assess the amount of underutilized or excess vacant space in certain sub-areas of the City, particularly subareas that are predominantly characterized by smaller commercial spaces with lower rents.** Some sub-markets have commercial markets that are primarily local-serving, occur along corridors with small centers, and/or are anchored by major employers that own and occupy their building space. In these areas, leased commercial spaces tend to be smaller than 5,000 square feet and are therefore not tracked by the mainstream brokerage firms. Nonetheless, these areas have been impacted by the economic downturn. Anecdotal interviews with business improvement districts in these areas suggest that local and/or small businesses are facing difficult conditions and local workers are also vulnerable to the departures of large employers (e.g. Campbell Soup). Such areas include portions of the South Area, Fruitridge/Broadway, North Sacramento, and Land Park community plan areas. In the future, it will be important to consider how these areas, many of which also provide lower-wage jobs, can be integrated into the Next Economy project at the regional and city level. There may be opportunities to integrate existing local nodes associated with auto repair, HVAC manufacturing/repair, and food services into larger-scale targeted cluster growth, such as Agriculture & Food, Life Sciences & Health Services, and Advanced Manufacturing. This dynamic is discussed further in Part 3.

Part 4: Near-Term Development Potential (2012-2020)

The final part of this section highlights findings related to market conditions within each Community Plan Area and identifies those areas with the strongest near-term growth potential. Please note the following:

- 2020 is the outlying year for near-term growth potential.
- Unless otherwise noted, all references to 2012 commercial market conditions (e.g. vacancy rates) reflect third quarter statistics.
- The analysis includes a review of three Tier 1 Priority Areas, as defined by the City. **Chapter 8** of this Background Report describes the history, definition, and status of the City's current Tier 1 Priority Areas.

Section 2.1 contains a map illustrating the boundaries of Sacramento's Community Plan Areas. Following the summary of findings below, there are specific findings for each Community Plan Area, in alphabetical order.

Summary of Growth Projections by Community Plan Area

- **Preliminary city residential growth forecasts between 2012 and 2020 fall well within the holding capacity for each Community Plan Area but exceed historical growth patterns for all Community Plan Areas, (with the exception of the Pocket and North Natomas).** North Natomas contains significant development capacity and yet its projected annual growth increment reaches only 75 percent of historical annual growth increment, while nearly all other Community Plan Areas are forecasted to grow by 250+ percent more than recent historical growth figures (Table 2-35).
- **About half of the Community Plan Areas have an insufficient level of approved projects to meet total 2020 residential and job projections.** As of 2012 five Community Plan Areas lacked sufficient approved (but not yet built) projects to achieve the 2020 residential projections; however, the scale of approved units in the Central City and South Area push the citywide figure beyond the 2020 forecast. Similarly, approved projects do not meet the 2020 jobs projection in four Community Plan Areas, while approved projects in the remaining six Community Plan Areas would create job potential that far exceeds the city's overall projection (Table 2-36).

Table 2-35 Comparison of Projected Growth, Holding Capacity, and Historical Growth Patterns by Community Plan Area

<i>Item</i>	<i>Arden Arcade</i>	<i>Central City</i>	<i>East Sac</i>	<i>Fruitridge Broadway</i>	<i>Land Park</i>	<i>North Natomas</i>	<i>North Sac</i>	<i>Pocket</i>	<i>South Area</i>	<i>South Natomas</i>	<i>Total</i>
Projected Residential Growth Through 2020¹											
Single-family (SF) Units	43	47	11	558	338	3,089	1,157	131	1,386	514	7,274
Multifamily (MF) Units	74	4,068	1,134	3,594	554	5,305	1,087	80	3,052	537	19,485
Total Units	117	4,115	1,145	4,152	892	8,394	2,244	211	4,438	1,051	26,759
<i>Annual Average</i>	17	588	164	593	127	1,199	321	30	634	150	3,823
Holding Capacity	11,00	20,000	4,000	11,000	5,000	25,000	16,000	800	10,000	2,000	104,800
<i>Projected Growth as a Percent of Holding Capacity</i>	1%	21%	29%	38%	18%	34%	14%	26%	44%	53%	26%
Historical Average New Units per Year (2000-2011)	2	76	55	43	13	1,653	118	79	100	148	2,286
<i>Projected Annual Growth as a Percent of Historical Annual Growth</i>	716%	776%	299%	1,393%	968%	73%	272%	38%	631%	101%	167%

Sources: City of Sacramento, SACOG New Economics & Advisory.

¹ Projected by SACOG as part of the 2035 MTP. These figures are preliminary and expected to be revised during the next MTP process.

² As identified by City staff, January-February of 2013. Approved projects include partially built-out or under construction projects, individual projects, and approved master plans or specific plans. Planned projects include proposed and other expected entitlement applications.

Table 2-36 Comparison of Projected Growth, and Identified Approved/Planned Projects by Community Plan Area

<i>Item</i>	<i>Arden Arcade</i>	<i>Central City</i>	<i>East Sac</i>	<i>Fruitridge Broadway</i>	<i>Land Park</i>	<i>North Natomas</i>	<i>North Sac</i>	<i>Pocket</i>	<i>South Area</i>	<i>South Natomas</i>	<i>Total</i>
Projected Res. Growth Through 2020¹	117	4,115	1,145	4,152	892	8,394	2,244	211	4,438	1,051	26,759
Approved Project Units²											
Single-family (SF) Total	183	105	0	122	129	6,318	0	0	3,953	0	10,810
Multifamily (MF) Total	183	23,886	848	434	1,117	2,657	72	85	2,270	0	31,552
Total	366	23,991	848	556	1,246	8,975	72	85	6,223	0	42,362
<i>As a % of 2020 Growth Projection</i>	<i>313%</i>	<i>583%</i>	<i>74%</i>	<i>13%</i>	<i>140%</i>	<i>107%</i>	<i>3%</i>	<i>40%</i>	<i>140%</i>	<i>0%</i>	<i>158%</i>
Projected Job Growth Through 2020¹	252	6,455	4,295	3,721	530	4,539	1,175	128	1,039	1,117	23,251
Approved Projects Estimated Jobs²	884	37,265	1,958	5,025	1,101	9,691	0	0	6,066	0	61,991
<i>As a % of 2020 Growth Projection</i>	<i>351%</i>	<i>577%</i>	<i>46%</i>	<i>135%</i>	<i>208%</i>	<i>214%</i>	<i>0%</i>	<i>0%</i>	<i>584%</i>	<i>0%</i>	<i>267%</i>

Sources: City of Sacramento, SACOG, New Economics & Advisory.

¹ Projected by SACOG as part of the 2035 MTP. These figures are preliminary and expected to be revised during the next MTP process. Job growth estimates pre-date the Mintier Harnish buildout model (March 2013), which was informed by this section of the Background Report.

² As identified by City staff, January-February of 2013. Approved projects include partially built-out or under construction projects, individual projects, and approved master plans or specific plans. Other planned projects are excluded from these figures.

Summary of Near-Term Market Demand within Community Plan Areas

- **Near-term single-family residential development potential is relatively strong within select infill sites throughout the city, as well as greenfield areas in North Natomas and Delta Shores.** Table 2-37 identifies specific projects or areas with strong near-term potential for single-family development. This assessment presumes that the flood moratorium will be lifted in 2014; otherwise, demand will increase for Delta Shores and other areas in the city and region.
- **Near-term multifamily residential development potential is relatively strong within a variety of locations throughout the city.** Table 2-37 identifies specific projects or areas with strong near-term potential for multifamily development.
- **A large portion of near-term office demand will be accommodated in existing inventory, though demand for new development is expected to occur in the Central City, Fruitridge/Broadway, and South Natomas.** Table 2-37 identifies specific projects or areas with strong near-term potential to accommodate office demand within existing and/or new buildings.
- **Near-term retail demand is expected to be modest in most cases.** Given the scale of vacancies within existing centers, most near-term demand will likely be accommodated in existing centers located near new residential development, such as North Natomas. New regional retail is anticipated in Delta Shores, and there may be additional new development opportunities at Mack Road and scattered sites throughout the Central City.
- **Near-term demand for industrial space will likely be accommodated in a combination of existing buildings and new development primarily in two areas: North Natomas and Power Inn.** Both of these areas have existing vacant buildings as well as scattered sites to accommodate additional demand; however, demand for new industrial space will have to compete with other opportunities in West Sacramento, Roseville, and Elk Grove.

Table 2-37. Summary of Near-Term Market Conditions by Community Plan Area										
Item	Arden Arcade	Central City	East Sac	Fruitridge Broadway	Land Park	North Natomas	North Sac	Pocket	South Area	South Natomas
Residential Development										
Strong Near-Term Mkt Demand: Single-Family ²	Cal Expo	Scattered Sites	Sutter Memorial, Granite Park	New Brighton	Curtis Park West, NW Land Park	Scattered Sites, Greenbriar			Delta Shores ⁴	
Strong Near-Term Mkt Demand: Multifamily ²	Cal Expo	Township 9, scattered infill sites	65th Street Transit Village	65th Street South		Scattered Sites	Del Paso		Delta Shores ⁴	
Office Submarkets										
Scale of Underutilized/Excess Vacant Space ¹	High	Low	Medium	Medium	Low	High	Medium	Low	Low	High
Scale of Inventory Increase Since 2008	Low	High	Medium	Medium	Low	High	Low	Low	Low	High
Strong Near-Term Mkt Demand ²	Cal Expo ³	CBD		Sac Ctr for Innovation,	Granite Park, UCD Med Ctr	Existing Buildings			Mack Rd	Scattered Sites
Retail Submarkets										
Scale of Underutilized/Excess Vacant Space ¹	High	Low	Low/Med	Low	Low	Low	Low/Med	Low	High	Low
Scale of Inventory Increase Since 2008	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Strong Near-Term Mkt Demand ²		Scattered Sites				Existing Buildings as Residential Builds Out	Del Paso		Delta Shores, Mack Rd	
Industrial Submarkets										
Scale of Underutilized/Excess Vacant Space ¹	Low	Medium	Medium	Low	Low	High	Medium	Low	Low	High
Scale of Inventory Increase Since 2008	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Strong Near-Term Mkt Demand ²				Sac Ctr for Innovation, scattered sites in Power Inn Area		Existing Buildings and Scattered Sites				

Sources: Colliers, New Economics & Advisory.

¹ Indicative assessment only. Based on review of commercial sub-markets influencing each Community Plan Area. Sub-market data reflects only leasable space larger than 5,000 square feet; does not include owner-occupied space or buildings less than 5,000 sq. ft.

² Qualitative assessment based on interviews with real estate professionals, including brokers, developers, builders, other professionals, and local business improvement districts or business associations. Includes demand that could be accommodated by existing buildings and/or new development.

³ Market demand exists for corporate campus user or specialty user (e.g. hospital). The market for a traditional, multi-user office building is weak in the near-term.

⁴ Market demand for residential development within Delta Shores will depend on multiple factors, including the success of the mall, development patterns in Elk Grove, and the status of the moratorium in Natomas.

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Arden Arcade Community Plan Area Findings

- Office activity in Arden Arcade is currently stagnant.** Three office sub-markets exert influence within the Arden Arcade Community Plan Area: Point West, Campus Commons, and East Sacramento. The Point West office sub-market, characterized primarily by its older Class B/C product and limited Class A space on or near Exposition Boulevard, has relatively high long-term vacancy rates that are even higher at present (Table 2-38). Campus Commons, on the other hand, is a smaller but well-established medical submarket with a much lower long-term vacancy rate; local brokerage experts report that this area’s 2012 vacancy rate (20 percent) was artificially high, owing to the bulk asset purchase by Hines from Equity. The Hines buildings are likely to remain vacant only until asking prices reach levels needed to support the purchase price.
- The retail market is also struggling.** Arden Arcade is located within the larger Arden- Watt – Howe retail submarket, whose 2012 retail vacancy rate (15 percent overall) was among the highest in the region. This rate was heavily influenced by a 19 percent vacancy rate within the Power Regional retail category, which includes the Arden Fair Mall and other community retail centers (e.g. vacant Border’s near the Pavilions). Beyond the mall, which is a regional destination expected to remain stable over time, only the most competitively located regional retail centers will be able to compete with other regional retail centers outside the Community Plan Area. Many existing retail centers in this Community Plan Area lack visibility and/or accessibility from regional corridors and may be unable to sustain a long-term regional customer base.

Table 2-38 Commercial Submarket Performance Influencing Arden Arcade

Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory Total	% of Region	Growth (%)	
						Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
Campus Commons	10.9%	19.7%	\$1.72	1,509,811	2%	2%	4%
East Sacramento	7.0%	10.0%	\$1.62	1,947,127	2%	8%	8%
Point West	17.0%	27.9%	\$1.65	2,941,799	4%	0%	16%
Influencing Retail Sub-Markets^{3,4}							
Arden-Watt-Howe	10.0%	15.4%	\$1.45	5,879,463	10%	1%	NA
Influencing Industrial Sub-Markets³							
Northeast	19.5%	20.0%	\$0.44	7,342,092	4%	0%	1%

Notes

¹Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

- **Near-term job growth will likely first reduce underutilized and excess vacant space in Class B office buildings and competitive retail centers.** Although underutilized and vacant space cannot be accurately estimated at the Community Plan Area level, it is expected that some new office job growth could be accommodated in the Campus Commons and Point West submarket. Both of these submarkets will remain viable as cost-effective alternatives for companies led by executives living in Arden and/or companies serving the Arden Arcade area of the City.
- **Though Arden Arcade has accommodated very limited residential growth in recent years, there are targeted opportunities to accommodate both new housing and jobs.** Since this is an established and largely built-out residential community, the City issued few permits (about 3 per year) between 2000 and 2011. However, there are multiple investment opportunities within the Arden Fair Tier 1 Area, which contains Cal Expo (the state fairgrounds property), the Swanston Station Specific Plan, and the remainder of the Point West Opportunity Area identified in the 2030 General Plan (Table 2-39).
- **Potential re-use opportunities within Cal Expo could provide a near-term opportunity for large-scale, executive-type housing and a corporate campus or other institutional user near the core of the city.** Cal Expo is considering repositioning a portion of its existing property for development with a mixture of residential retail, and office uses featuring roughly 775 residential units, 400,000 square feet of retail and 500,000 square feet of office/commercial space. The ability to undertake this scale of development within close proximity to the city's core on a single site by one master developer, (or even 2-3 developers), presents a unique opportunity for Arden Arcade to accommodate large-scale growth. Previous market research conducted by Cal Expo consultants concluded that small-scale retail and traditional office will be limited in the short-term; however, residential development, a large destination retail center, and a corporate/institutional user would be more successful in the short-term (Plescia 2010). These uses could also catalyze redevelopment of other sites north of Exposition Boulevard in the Point West area.
- **In contrast, the Swanston Station Specific Plan is unlikely to experience significant growth in the near-term.** Surrounding the RT Swanston Station, this plan envisions the development of nearly 370 residential units and 70,000 square feet of local retail and office. Although this area is located on a transit line, there is no single master developer and development sites are scattered throughout the specific plan area. As such, development is expected to occur more organically over time.

Table 2-39. Arden Arcade Approved/Planned Projects							
Item	Residential Units			Estimated Jobs ¹			Total
	SF	MF	Total	Retail	Office	Industrial	
Approved Projects							
Partially BO/Under Const. ²				266	0	0	
Approved (Individual Projects) ³				0	370	0	
Approved (Specific/Master Plans) ⁴	183	183	366	85	162	0	
Total Approved Projects	183	183	366	351	532	0	884
Planned Projects⁵	390	385	775	1,600	2,000	0	3,600
Total Projects	573	568	1,141	1,951	2,532	0	4,484

Notes:

1. Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

2. Includes CVS Pharmace project.⁷

3. Includes Kaiser Expansion project.

4. Reflects Swanston Station Specific Plan (Project Area part only).

5. Includes planned uses for Cal Expo and the remainder of Point West.

Central City Findings

- **The Central City hosts the highest concentration of employees, and government continues to be the primary driver of jobs.** As of 2011, the Central City had more than 126,000 payroll employees, which accounts for nearly half of the city’s total jobs and 15 percent of the region’s jobs (California EDD 2012 and 2013). Further, about 70 percent of the Central City’s jobs are government jobs (public-sector jobs). In addition, although the number of private-sector jobs linked to government cannot be quantified, a significant portion of private-sector jobs are likely associated with lobbying and other government service businesses.
- **The Central City also has a high concentration of multifamily housing; however, these units are predominantly rental.** According to the General Plan Housing Element, over 90 percent of the Central City’s housing stock is classified as multifamily, significantly more than any other Community Plan Area (see page H 3-26 of the Housing Element). Even during the economic downturn, the Central City continued to build new projects, including La Valentina and the Lofts at Globe Mills (Table 2-40). These rental housing projects were facilitated by affordable housing tax credits; in contrast, few new home ownership projects have been brought to market since 2007, and even some of these are being rented (Alexan at Midtown and 1600 H Street Lofts).

Table 2-40. Recently Constructed Projects, Central City (2007-2012)

Project Name	Location	Completion Date	Residential Units			Commercial Sq. Ft.	
			SF	MF	Total	Amount	Type
For Sale Projects							
R Street Lofts	1401 R Street	2009	0	12	12	12,245	retail
Bridgeway Tower	500 N Street	2009	0	63	63	0	
iLofts	Old Sac	2007	0	9	9	NA	retail
9 on F	1400 block of F Street	2008	0	9	9	0	
Village at Washington Park	1718 D Street & 400 17th Street	2006/07	0	52	52	0	
Alexan at Midtown	3111 S Street	2009/10	0	278	278	4,486	retail
1600 H Lofts	1600 H Street	2008	0	42	42	45,497	retail
Subtotal			0	465	465	62,228	--
For Rent Projects							
The Orleans	1022 2nd Street	2008	0	24	24	8,779	retail
RetroLodge	1111 H Street	2008	0	0	0	NA	office
Maydestone Apartments	1001 15th Street	2012	0	32	32	0	
Lofts at Globe Mills	1131 C Street	2008	0	143	143	0	
7th/H St (SHRA)	625 H Street	2012	0	150	150	8,000	retail
Tapestri Square	2002 T Street	Ongoing	58		58	0	
Marriott Residence Inn	15th/L Street	2007	0	30	30	NA	hotel
L Street Lofts	1818 L Street	2008	0	92	92	NA	retail
La Valentina	C/12th Street	2012	0	81	81	0	
Subtotal			58	552	610	16,779	--
Commercial Projects							
630 K Street	630 K Street	2008	0	0	0	48,000	office
Citizen Hotel	9th/J	2008	0	0	0	100,000	hotel
Elks Building	11th/J	2007	0	0	0	87,000	NA
Firestone Building	15th/L	2009	0	0	0	15,000	retail
The Cosmopolitan	1000 K Street	2008	0	0	0	6,712	retail
MARSS	1000 20th Street	2007	0	0	0	50,798	off./ret.
K Street West	1001 K Street	2008	0	0	0	44,000	office
K Street Entertainment	1016 K Street	2011	0	0	0	260,000	ret./ent.
Bank of the West Tower	500 Capitol Mall	2009	0	0	0	759,419	office
US Bank Tower	621 Capitol Mall	2008	0	0	0	672,696	office
Subtotal			0	0	0	2,043,625	--
TOTAL RECENT DEVELOPMENT IN THE CBD (2007-2012)			58	1,017	1,075	2,122,632	--

Sources: Downtown Sacramento Partnership website, January 2013, City of Sacramento Parks Department, City of Sacramento planning documents and department staff, Internet research.

Prepared by New Economics & Advisory, January 2013.

¹ Downtown Sacramento Partnership Projects Page, January 2013.

² City of Sacramento Parks Department, January 2013.

³ Planning Referral Sheet PR07-01105. Appears to indicate about 6,200 sq. ft. floorplate for 1st & 2nd floor, plus 3,000 sq. ft. for proposed 3rd floor.

⁴ City of Sacramento Planning Department, Pipeline Projects List, November 2012.

The Central City is also the core of the region's arts/entertainment and culture, although other cities, as well as commercial districts within Sacramento, are actively vying for a larger portion of this market. The Central City houses a collection of museums, performing arts groups and venues, live music, restaurants and bars, concerts and festivals, and other sightseeing venues, as shown in the Civic Amenities Core District map. The recent Crocker expansion, planned transition of the Discovery Museum on Auburn Boulevard to the Powerhouse Science Center in the River District, and a variety of other proposed arts projects serve as indications of the City's intent to maintain this core identity (Sacramento COC 2012).

However, other cities in the region are establishing their own arts/culture/entertainment nodes. For example, Folsom's 3 Stages at Folsom College is a \$50 million facility built in 2010/11 that hosts a variety of performing and visual arts events; it attracts patrons from the eastern part of the region, while the Mondavi Center attracts patrons from the western part of the region.

In addition, Del Paso Boulevard and Broadway Corridor, (which is technically part of the Central City), present two examples of corridors seeking to establish separate identities for arts/entertainment/culture. Given the generally small spaces and relatively high rents in the CBD, it makes sense for emerging arts/entertainment groups and/or businesses to seek other cost-effective locations like these.

- **The Central City's commercial markets have remained strong during the economic downturn.** The Downtown and Midtown office submarkets have managed to retain relatively low vacancy rates, (particularly for Class A and C space), compared to the region as a whole. Brokers report, however, the existence of vacant buildings in prime locations, (such as Capitol Mall), likely owing to the lack of modern technology and/or outdated space configurations. Assuming feasible reconfigurations or updates can be completed, these buildings present potential opportunities to accommodate near-term job growth for professional firms seeking proximity to the Capitol or more creative users seeking a location in the Central City.

While the Downtown-Midtown-East Sacramento submarket represents only one percent of the region's retail inventory, it has maintained an unusually low vacancy rate: 4 percent in 2012 compared to the regional average of 13 percent (Table 2-41). Interviews with local real estate and business experts indicate that while turnover can be high, a plentiful stream of new users seeks space in this market and is willing to pay asking rates that exceed the regional average.

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Figure 2-46 Civic Amenities Strategic Plan published by the Sacramento Metro Chamber, page 9. <http://metrochamber.org/publicpolicy/index.aspx>



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Industrial space in the Central City represents a bit less than 5 percent of the region’s inventory. The Downtown submarket, which also includes the northern portion of the Land Park Community Plan Area, has maintained very low vacancy rates. However, in the longer term, Downtown’s industrial inventory is expected to shrink as infill projects transform some industrial sites into higher-value, mixed-use projects (e.g. Northwest Land Park on the Setzer site). The River District Specific Plan also envisions the loss of over 3.5 million square feet of industrial space by 2035 (City of Sacramento 2010). If the City does not provide suitable alternative locations within the City and along I-5 and I-80 corridors, these industrial users may find space in a number of other nearby sub-markets.

Table 2-41. Commercial Submarket Performance Influencing the Central City

Item	LT Vac. Rate [1]	Current Vac. Rate	Asking Rent [2]	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
Downtown	9.3%	9.9%	\$2.14	18,949,877	21%	3%	29%
Midtown	6.5%	8.0%	\$1.82	4,550,433	5%	-1%	8%
Influencing Retail Sub-Markets^{3,4}							
Downtown-MT-East Sac	10.0%	4.3%	\$1.50	1,054,676	2%	0%	NA
Influencing Industrial Sub-Markets³							
Downtown-MT	3.7%	7.2%	\$0.56	3,468,810	2%	0%	0%
Richards	10.7%	11.8%	\$0.32	5,207,507	3%	0%	2%

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

- **The City approved several infill projects before the market turned; some of these projects are no longer feasible in their current format and may need modifications to move forward.** City staff identified 14 approved projects that, if built, would add over 2,200 units in the Central City (Table 2-42). However, many of these projects were conceived when land values and home prices were high enough to allow profitable high-density, for-sale residential development. Developers report that, in the current economic climate, steel-frame, multi-story projects featuring for-sale units cannot be profitably built in the Central City. Recently, as conditions have begun to improve, developers are beginning to contemplate whether a more modest version of their approved projects would be feasible.

Table 2-42 Central City Approved/Planned Projects

Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Partially Built Out/UC [2]	35	89		52	0	0	
Approved (Individual Projects) [3]	70	2,163		725	3,524	125	
Approved (Specific/Master P) [4]	0	21,634		7,848	24,992	0	
Total Approved Projects	105	23,886	21,634	8,624	28,515	125	37,265
Planned Projects	80	150	230	314	0	0	314
Total Projects	185	24,036	24,221	8,938	28,515	125	37,578

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

² Includes Tapestri Square, Stitch Space Homes, Craftsman, Stonewall Cottages, and East Gateway Sites 2 & 3.

³ Includes 14 approved projects in the CBD.

⁴ Includes Township 9 (Scenario B), Continental Plaza, the Railyards Specific Plan (Fin. Plan land uses), the remainder of the River District (net of Continental Plaza and Township 9), the Docks Master Plan (Option 2), the 700 Block Project, and the remainder of the R Street Corridor (net of 2500 R Street and Capitol Lofts).

- **The Broadway Corridor, a portion of which extends into the Fruitridge/Broadway Community Plan Area, has undertaken a series of planning and economic studies that identify market opportunities to increase business activity.** Recently released assessments of the Corridor reveal a primarily Caucasian residential community, a concentration of restaurants, and a desire for additional eating/drinking establishments, gathering places, a more mixed business environment, independent businesses, and additional events (ULI 2013). Whereas Del Paso appears to be developing more of an arts-themed identity that serves businesses requiring larger, cost-effective commercial spaces, Broadway will likely appeal to users that need a more densely-populated, 24-hr customer base (e.g. restaurants, independent theater).
- **Near-term development opportunities include Township 9, other infill sites in the River District, and infill sites elsewhere in the CBD. Additional City efforts may be needed to facilitate these near-term opportunities.** Township 9 is a catalytic project for the River District; with approximately 2,300 new homes and nearly 1 million sq. ft. of commercial space, (including predominantly office space but also some limited retail development), this project is expected to break ground in 2013 and will help steer the River District towards its vision as a vibrant and active mixed-use district with multimodal connectivity in all directions and light-rail access to the Airport (EIP 2007, chapters 2 and 3).
- The remainder of the River District is positioned to accommodate a mix of affordable housing (including senior housing), market-rate housing, and local-serving retail in the near-term. To encourage the type of development desired for the River District, a study by EPS recommended a number of potential policy actions (EPS 2012, Chapter 5):
 - Enforcing code requirements;
 - Facilitating reuse of existing structures;
 - Educating key property owners regarding market potential;
 - Updating financing plans and deferring or reducing plan area fees;
 - Facilitating grants/low-interest loans;

- Potentially creating an infrastructure finance district;
 - Providing technical advice on brownfield strategies;
 - Calibrating zoning, setbacks, and other land use policy inducements; and
 - Assisting in assembling larger parcels.
- Finally, interviews also suggested near-term market demand for additional development on J Street (600-800 block), K Street (700 block), and R Street, as well as areas immediately surrounding light-rail stops. Portions of J, K, and R have already been the focus of public and private development activity; these other blocks would provide for contiguous expansion of these efforts occurring in the core of the CBD.
 - **Near-term development of the Railyards may compete with opportunities within the remainder of the CBD.** The Railyards Specific Plan, (last adopted in 2007), is a large-scale infill project that will ultimately add up to 12,500 residential units and over 4 million square feet of commercial space to Sacramento's existing CBD. The project's massive scale requires significant City, State, and Federal investment to prepare the site for development (EPS 2007). Interviews with local real estate professionals indicated caution with regard to the Railyards as a public investment focus in the near-term. Given the current scale of underutilized commercial space, excess vacancies, and other small infill sites elsewhere in the CBD, local developers and brokers expressed concern that the addition of several new residential and/or commercial buildings on a vacant site north of the existing core will detract from the ability to develop other vacant sites and backfill underutilized and excess vacant space, particularly in places like K Street, Capitol Mall, R Street, and the Mall.
 - **Fostering arts/entertainment, culture, and recreation is critical to the long-term success of the Central City as a viable 24-hour location.** As described in Part 3, the Central City is the core of the Region's arts, entertainment, and cultural offerings. As technology increasingly provides more locational flexibility to all segments of the workforce, the vibrancy of Downtown as a destination becomes a more critical factor in motivating business owners and workers throughout the Region to choose Downtown as their place to work. As described in the Civic Amenities Strategic Plan, the City can support a number of efforts within the Central City:
 - Create a comprehensive master plan approach in the Civic Amenities Core District;
 - Support financing efforts of proponent groups working to locate major cultural attractions, visual and performing arts facilities and museums in the Civic Amenities Core District;
 - Strengthen the Civic Amenity Core District by linking existing or currently planned amenities, designed to take advantage of the Region's historical heritage, its waterfronts, and its existing transportation accessibility, food and lodging activities.

East Sacramento Findings

- **The East Sacramento Community Plan Area intersects with multiple office submarkets exhibiting mixed performance trends.** The East Sacramento submarket is a small but stable submarket characterized by medical-related uses. In contrast, the Highway 50 submarket is large and expansive, and attracts tenants seeking large floor plates at cost-effective rates. Table 2-43 summarizes the market conditions in each of these submarkets.

Table 2-43 Commercial Submarket Performance Influencing East Sac							
Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
East Sac	7.0%	10.0%	\$1.62	1,947,127	2%	8%	8%
Highway 50	13.7%	19.4%	\$1.58	15,782,149	17%	1%	42%
Influencing Retail Sub-Markets^{3,4}							
Downtown-MT-East Sac	10.0%	4.3%	\$1.50	1,054,676	2%	0%	NA
Arden - Watt - Howe	10.0%	15.4%	\$1.45	5,879,463	10%	1%	NA
Influencing Industrial Sub-Markets³							
East Sac	9.9%	19.7%	\$0.77	1,058,618	1%	0%	0%
Power Inn	12.2%	9.9%	\$0.35	29,609,417	16%	0%	11%

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

- **Industrial space in East Sacramento is unlikely to grow in the future; turnover of industrial sites could produce longer-term opportunities for other development.** The East Sacramento industrial submarket, (whose eastern boundary ends at 65th Street), accounts for only one percent of Region’s industrial inventory. Lease rates and vacancy rates for both warehouse distribution and flex space are about twice as high as regional figures. In addition, likely owing to a lack of available and/or inexpensive land, no new industrial inventory has been added to this submarket since the late 1990s. Given these factors and the area’s proximity to medical facilities, established residential communities, and Sac State, industrial sites along Folsom Boulevard and elsewhere in this Community Plan Area have the potential to turn over into other uses over time.
- **Retail space in East Sacramento is mostly part of a larger retail submarket that has performed strongly during the recession.** The Downtown-Midtown-East Sacramento and Arden-Howe-Watt submarkets include portions of the East Sacramento Community Plan Area within their boundaries. While relatively small—only one percent of the region’s retail inventory—the former has maintained unusually low vacancy rates (4 percent compared to the Regional average of 13 percent). Interviews with local real estate and business experts indicate that while turnover can be high, a plentiful stream of new users seek space in this market (which includes Folsom Boulevard west of Howe) and is willing to pay asking rates that exceed the Regional average.
- **Additional employment and residential growth in East Sacramento will typically occur through infill projects, which are relatively small when compared to greenfield areas elsewhere.** For example, the renovation/expansion of Mercy Hospital at 39th and H Street, completed in 2012, achieved an overall footprint *reduction* from roughly 171,000 to 123,000 square feet (Celasci 2011).

Table 2-44 East Sac Approved/Planned Projects

Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Partially BO/Under Const. (Dignity Healthcare)	0	20	20				
Approved (Individual Projects) (River View Apts.)	0	15	15				
Approved (Specific/Master Plans)							
65th Street Village Station Plan ²	0	813		793	1,167	0	
Granite Park ³	0	0		0	0	0	
Subtotal Approved Specific/Master Plans	0	813	813	793	1,167	0	1,960
Total Approved Projects	0	848	848	791	1,167	0	1,960
Planned Projects (Sutter Memorial)	125	0	125	12	0	0	12
Total Projects	125	848	973	805	1,167	0	1,972

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

² Includes 65th Street Village Station Specific Plan, remaining uses (net of Cleavenger Site and 65th Street Village Center).

³ While a portion of Granite Park is located in East Sacramento; for purposes of this analysis, Granite Park is included in the Fruitridge/Broadway Community Plan Area.

- **However, more substantial growth opportunities exist within the 65th Street Tier 1 Priority Investment Area; potential for additional development in this area in the near term is linked to activities associated with Sac State and proximity to light-rail.** Only the northern part of this Tier 1 Priority Investment Area is located in East Sacramento. In recent years, the 65th Station Area Plan has experienced development, including multifamily housing and retail. Mixed-use development that includes high-density house, retail, and office would be supported by Regional Transit, accessibility to Highway 50, proximity to Sac State, and established residential communities in East Sacramento and portions of Arden Arcade and Fruitridge/Broadway.
- **Other planned and proposed projects include Granite Park and Sutter Memorial, both of which are expected to occur in the near-term.** Granite Park is a 260-acre project that spans a portion of East Sacramento and Fruitridge/Broadway. Because most of the project is located in Fruitridge/Broadway, the discussion of Granite Park can be found in the following section; however, it is important to note that the developer is intending to move forward with a 119-unit residential project at the northern edge of the site, within East Sacramento. Closer to the Core, Sutter’s re-use project plans to replace the existing Sutter Memorial Hospital site at 53rd and F with 100-125 units of residential development (for a gross density of 5-6 units/acre). Both projects illustrate a trend toward more infill projects in the city.

Fruitridge/Broadway Findings

- **Fruitridge/Broadway is an important source of employment within the city, second only to the Central City.** Between 2008 and 2012, Fruitridge-Broadway lost roughly 3,200 jobs; nonetheless, this Community Plan Area has maintained a share of about 12-13 percent of the city’s jobs (California EDD 2013). Within this Community Plan Area, the Power Inn area continues to house heavy industry/ manufacturing uses and large warehousing operations requiring freeway proximity, but only a very limited

complement of office, (including Granite Park), and retail space. Relatively low employment densities, large-format buildings, and the concentration of a mostly daytime industrial workforce make it difficult to support substantial amounts of retail in the Power Inn area. Instead, retail and office, predominantly local-serving in nature, can be found along Stockton Boulevard, (including the UC Davis Health System Sacramento Campus), the Broadway East Corridor, and Fruitridge Road.

- **As the largest industrial submarket in the city and region, Power Inn has remained relatively stable through the economic downturn, though other emerging and growing sub-markets are capturing an increasing share of new regional users.** The Power Inn submarket accounts for over 15 percent of the region’s industrial inventory and in 2012 exhibited relatively low vacancy and cost-effective lease rates for warehouse space (Table 2-45). This submarket also experienced the highest amount of absorption for the first three quarters of 2012 owing to move-ins by large users. However, other mid-size submarkets, such as Highway 50, Northgate-Natomas, Roseville-Rocklin, and West Sacramento, have added as much, or more, inventory since the late 1990s.

Table 2-45 Commercial Submarket Performance Influencing Fruitridge/Broadway							
Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
East Sac	7.0%	10.0%	\$1.62	1,947,127	2%	8%	8%
Highway 50	13.7%	19.4%	\$1.58	15,782,149	17%	1%	42%
South Sac	11.1%	16.6%	\$1.35	3,300,836	4%	0%	9%
Influencing Retail Sub-Markets^{3,4}							
Downtown-MT-East Sac	10.0%	4.3%	\$1.50	1,054,676	2%	0%	NA
South Sac	10.0%	13.4%	\$1.41	7,360,480	12%	6%	NA
Influencing Industrial Sub-Markets³							
East Sac	9.9%	19.7%	\$0.77	1,058,618	1%	0%	0%
Power Inn	12.2%	9.9%	\$0.35	29,609,417	16%	0%	11%

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

- **Other Regional submarkets are successfully landing new industrial users, establishing additional competition for the Power Inn submarket going forward.** For example, the city of Davis was able to leverage existing business activities to attract the development of a new 200,000 square foot manufacturing facility that makes machines that shape metal parts. As of 2012, the Mori Seiki plant had over 120 employees and was continuing to grow (Turner 2012).
- **The UC Davis Medical Center presents a near-term job growth opportunity that is consistent with regional and citywide economic development strategies.** Between 1990 and 2010, the Sacramento campus grew from 1.1 million square feet to 3.4 million square feet; a 2010 long-range development plan envisions additional growth of 3.2 million square feet by 2025 on the existing campus to support new research activities, implementation of a nursing school, and expanded clinical services (UC Davis 2010). Expansion of space by the UC Davis Health System, which currently leases over

830,000 square feet of off-site facilities in the Sacramento Region for clinics and offices, presents an opportunity for the city and region to grow employment in Life Sciences & Health Services, one of the industries targeted by the Next Economy Project.

- **The 65th Street North Tier 1 Priority Investment Area contains both near-term and longer-term market potential.** The 65th North Priority Investment Area contains multiple components, including the 65th Street South Specific Plan, Sacramento Center for Innovation (SCI), Granite Park, and New Brighton. The 65th Street Station Plan is also part of this area, though it is located within the East Sacramento Community Plan Area.

Granite Park, a 260-acre planned development directly south of the RT's Folsom Line between Power Inn and Florin Perkins Road, was originally envisioned as a commercial project combined with a major regional park. To date, about 600,000 square feet of office (with a smattering of local retail) has been constructed, along with 12 acres of regional park facilities. In the near term, the master developer intends to build nearly 120 single-family homes on the northwest side of the project area, located in the East Sacramento Community Plan Area, and more than 200,000 square feet of new office space. New Brighton, formally known as the Aspen 1-New Brighton project, a master planned community on a former aggregate mining site. New Brighton would add nearly 1,400 units and over 200,000 square feet of commercial space at the southwest corner of Jackson Highway and Watt Avenue. This project is expected to complete its entitlements within the next couple of years and would begin to bring new units to the market well before 2020.

Near-term development of the 65th Street South Specific Plan or SCI will likely be tied first to activities occurring at the nearby California State University Sacramento (Sac State) and second to their viability as a more feasible development alternative compared opportunities in the Central City. At this time, "high tech" entrepreneurs are gravitating to Downtown/Midtown, SARTA, and Sac State. A "pioneer" user, such as Sac State, acting as an anchor in the SCI could catalyze additional development within this project; however, additional study may be needed to consider the extent to which new SCI growth would be additive to, versus merely transferring, entrepreneurial activities from Downtown/Midtown incubators.

Table 2-46 Fruitridge/Broadway Approved/Planned Projects							
Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Approved (Individual Projects)							
Broadway Triangle	3	26		36	0	0	
Granite Park	119				653	0	
Subtotal Individual Projects	122	26	148	36	653	0	689
Sac Ctr. For Innovation				360	2,220		
65th Street South Master Plan		408		751	1,006	0	
Subtotal Specific/Master Plans		408	408	1,111	3,226	0	4,337
Total Approved Projects	122	434	556	1,147	3,879	0	5,025
Planned Projects							
New Brighton	482	1,007		52	0	0	52
UC Davis Master Plan	0	0		0	4,058	0	4,058
Subtotal Planned Projects	482	1,007	1,489	52	4,058	0	4,110
Total Projects	604	1,441	2,045	1,199	7,936	0	9,135

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

Land Park Findings

- **Land Park is a relatively compact Community Plan Area that can be characterized by its residential neighborhoods, regional park amenities, and small commercial corridors.** Many residential neighborhoods in Land Park are highly desirable; high land values in these neighborhoods are further supported by regional amenities like William Land Park, (which houses the City’s zoo, a golf course, and multiple other facilities) and proximity to the urban core. Commercial corridors along Freeport and North Franklin Boulevard are characterized by small/local shops.

Land Park has a relatively small commercial presence concentrated along Freeport Boulevard, Franklin Boulevard, and a portion of Florin Road. Commercial broker data for Land Park only include buildings that are 5,000 square feet or larger; further, this data is merged into much larger office, retail, and industrial submarkets that include the Pocket, South Area, portions of Fruitridge/Broadway, unincorporated areas, and/or Elk Grove. As a result, traditional commercial brokerage data does not describe market conditions specific to Land Park.

- **The North Franklin Boulevard Area, generally considered the City’s Latino district, produces economic impacts that ripple through the local community.** Businesses on North Franklin tend to be small, homegrown, and family-financed; in addition, many have long tenures—a recent study by the North Franklin District revealed that at least 14 businesses in the four-mile district have been in existence for 50 years or more. This corridor has a high concentration of automotive service/repair businesses, as well as other Hispanic-themed venues. Businesses in districts like North Franklin, which serve a local, niche market, tend to recycle dollars within the community by hiring local residents, (including family), who in turn spend their dollars locally. Studies of other ethnically-concentrated areas like Chicago’s Little Village, (aka “Mexico of the Midwest”), have revealed that these types of districts can produce significant sales, anchor as a cultural node, and facilitate entrepreneurship (Little Village

COC 2011). Local interviews indicated that multi-modal access, (including sidewalks), is a near-term priority for the North Franklin Boulevard Area, where many residents rely on walking and public transit as a primary means of transportation. However, additional economic development opportunities benefitting the city as a whole may exist for this area; additional study on the area’s demographic and economic dynamics may be warranted in the near-term.

- **While nearly built out, Land Park offers some important near-term residential and retail growth opportunities, including Northwest Land Park and Curtis Park Village.** Northwest Land Park is a multiple-phase infill project east of I-5 at Broadway/5th. Current industrial and retail uses would be replaced by 825 homes and supporting commercial space. The developer intends to continue with this project in 2013 and anticipates that the buyer market will target empty nesters and first-time homebuyers with a “green” ethos (Van der Meer 2013).

Curtis Park Village is a project located on a 72-acre infill site that previously housed the Western Pacific Railroad but that has been inactive since the early 1980s. Directly north of Sacramento City College, the project will include about 420 residential homes, (single-family and multifamily), and a retail center of over 250,000 square feet. Both of these projects have been approved, and, given their location within high-value neighborhoods, they are expected to build out or nearly build out in the near-term.

Together, these projects will add over 1,200 new units to Land Park and provide additional retail opportunities for residents of Land Park, Pocket, and the northern portion of the South Area (Table 2-47). They may also catalyze additional infill development along the Broadway Corridor (in the Central City) and North Franklin Boulevard.

Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Partially BO (NW Land Park Phase 1)	0	201	201	0	0	0	0
Approved (Individual Projects)							
NW Land Park (Future Phases)	0	624	624	73	20	0	93
Curtis Park Village	129	292	421	1,008	0	0	1,008
Total Approved Projects	129	1,117	825	1,081	20	0	1,101
Planned Projects	0	40	40	0	0	0	0
Total Projects	129	1,157	1,286	1,081	20	0	1,101

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

North Natomas Findings

- **North Natomas has been the city’s residential growth engine for numerous decades.** North Natomas has developed in two large tranches—one tranche during the 1980s, and a second during the mid 1990s through 2008. This greenfield area has provided an opportunity for the city to accommodate large-scale residential (predominantly single-family), as well as employment growth within fully-served and fully-funded planned projects. Between 2000 and 2011, North Natomas added roughly 1,600 units per year, accounting for about two-thirds of the city’s new housing stock.

North Natomas may have accounted for an even great portion of the City’s new housing stock but for the building moratorium, related to flood control, placed there in late 2008.

- **Assuming that the building moratorium is lifted in 2014, North Natomas can continue to play a significant role in the near-term.** City research on the amount of approved residential and commercial development in North Natomas suggests that nearly 9,000 units, (including a significant share of multifamily), and 10,000 jobs could be added via *approved* projects within North Natomas (Table 2-48) (City of Sacramento 2013). Assuming that North Natomas returns to historical growth patterns, all remaining approved residential units could be absorbed by 2020.

Table 2-48 North Natomas Approved/Planned Projects

Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Partially BO/Under Const.	3,503	536		0	0	0	
Approved (Individual Projects)	558	1,426		2,220	6,020	0	
Approved (Master Plans): Greenbriar	2,257	695		1,451	0	0	
Subtotal Approved Projects	6,318	2,657	8,975	3,671	6,020	0	9,691
Planned Projects							
Panhandle ²	1,756	1,319		668	138	0	
Natomas Central (Additional Lots)	315	112		0	0	0	
Valley View	248	0		0	0	0	
Other ³	130	1,499		9,160	20,550	0	
Subtotal Planned Projects	2,449	2,930	5,379	9,828	20,689	0	30,517
Total Projects	8,767	5,587	14,354	13,499	26,709	0	40,208

Source: City of Sacramento planning staff, January-February 2013.

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

² Assumes that villas within MDR category are detached units and are classified as single-family, while other MDR product (greencourt, condominiums) are attached and classified as multifamily units. New Economics estimated split of retail and office space for purposes of analysis.

³ Includes a variety of other projects with schematic entitlements.

- **The North Natomas office landscape has experienced explosive growth but is currently struggling.** It is unlikely to provide a source of significant new office development before 2020. North Natomas is located within the larger Natomas-Northgate office sub-market, which has experienced explosive growth since the late 1990s, continuing to add inventory even during the downturn (Table 2-49). Interviews with real estate professionals indicate that despite dramatic decreases in rents associated with recent building sales at much lower price points, existing offices remain largely unable to fill vacancies. While the location of some office buildings provides competitive proximity to the airport, South Natomas is closer to downtown; in addition, North Natomas office buildings tend to be located in interior areas mixed with industrial and residential development, which reportedly makes the area less desirable for office users. Finally, North Natomas has very limited Class A office space with premiere amenities, (such as the Opus Gateway Corporate Center).

Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
Natomas/Northgate	19.7%	25.3%	\$1.68	6,374,969	7%	12%	71%
Influencing Retail Sub-Markets^{3,4}							
Natomas	10.0%	25.3%	\$1.79	3,409,630	6%	0%	NA
Influencing Industrial Sub-Markets³							
Natomas	12.8%	17.7%	\$0.38	14,838,907	8%	0%	44%

Source: Colliers 2012 (proprietary data)

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

- **Many retail centers within North Natomas are struggling; new retail development may occur only at the most competitive locations before 2020.** Located within the larger Natomas retail sub-market, North Natomas has a variety of neighborhood, community, and regional retail centers experiencing unusually high vacancy rates. While the centers located along Highway 80 can draw from shoppers within the larger region, other interior centers near Del Paso and Truxel rely more heavily on spending by residents in surrounding subdivisions. Some of these centers were built not only to support existing neighborhoods but also anticipated the completion of many other nearby subdivisions. The sustainability of these centers will depend on the ability to build out remaining approved residential projects that provide additional local dollars.
- **North Natomas is located within the larger Natomas/Northgate industrial sub-market, which has also grown explosively since the late 1990s. This sub-market is well positioned to accommodate additional development along key corridors, assuming the moratorium is lifted. Initially, however, new job growth is expected to fill excess vacant space.** Holding about eight percent of the region’s industrial inventory, the Natomas/Northgate sub-market added approximately 1.6 million square feet of space between late 2005 and 2012, accompanied by an increase in vacant space of about 1.5 million square feet; these patterns suggest that this sub-market has sustained a stable amount of occupied space during the economic downturn. In the near-term, job growth in businesses with industrial space needs will likely first occupy the balance of remaining inventory. As this sub-market “catches up” to its long-term vacancy rate, additional pressure will generate demand for new industrial product.

North Sacramento Findings

- **Owing to its development history and patterns, North Sacramento’s residential and commercial areas fall into multiple, larger sub-markets with different attributes and character.** North Sacramento has a diverse set of neighborhoods and commercial areas that include predominantly single-family homes, retail corridors, industrial areas, and some limited modern office nodes. Commercial nodes are located along Highway 80, Highway 160, north of Business 80, along Del Paso Boulevard, RT

stations, and near McClellan Business Park. The diversity in land uses and regional influences, both within North Sacramento and the expansive sub-markets it falls into, makes it difficult to make any summary-level market findings for the North Sacramento Community Plan Area as a whole (Table 2-50).

Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
Point West	17.0%	27.9%	\$1.65	2,941,799	4%	0%	16%
Influencing Retail Sub-Markets^{3,4}							
Arden-Watt-Howe	10.0%	15.4%	\$1.45	5,879,463	10%	1%	NA
Rio Linda-North Highlands	10.0%	12.9%	\$1.14	2,826,020	5%	1%	NA
Influencing Industrial Sub-Markets³							
McClellan-North Highlands	19.5%	20.0%	\$0.44	20,843,139	11%	0%	8%
Natomas	12.8%	17.7%	\$0.38	14,838,907	8%	0%	44%

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers 2012 (proprietary data).

- **Potential near-term development opportunities for multifamily residential, office, and retail exist along Del Paso Boulevard.** While this Community Plan Area only has one identified approved project—the 72-unit Del Paso Nuevo project in Del Paso Heights-- there are other sites that could accommodate near-term growth. A 2011 Business Attraction Study suggests that the area’s existing activities and building stock position it to compete for specialty retail, art/hobby/craft shops, home specialty, entertainment, and personal growth uses (SZFM Design Studio 2011). In addition, multiple large vacant sites near the Globe Light Rail station present opportunities to create horizontal or vertical mixed-use projects within an arts-themed area with close proximity and multi-modal access to the Central City. Development of a couple of these sites, currently owned by the Redevelopment Successor Agency of the City, but planned for disposition in the near-term, could act as a catalyst for renovation and/or reactivation of existing buildings and other small infill sites.
- **Robla’s position for near-term regional demand for additional large-scale industrial sites may be limited. However, its viability to accommodate industrial uses eventually displaced from the River District should be studied.** Located west of McClellan Business Park, (the former McClellan Air Force Base), Robla contains a mix of large-format industrial buildings, rural residential, and large vacant sites. Connectivity to Interstate 80 via Raley Boulevard, combined with the scale of large vacant sites stretching east toward McClellan, suggests that this area could place the city in a stronger position to compete for new industrial users seeking a Regional presence seeking large-format space and/or land.
- Interviews with local real estate professionals yielded mixed feedback about the area’s near-term market potential. Professionals without any direct financial interest in the area reported that, with infrastructure improvements, Robla would present a new

alternative location for large-scale industrial distribution on the I-80 corridor; however, when told that city resources would be limited to only the most promising investment areas, professionals were reluctant to prioritize investments in Robla over investments in the Power Inn area.

In the mid-term, however, Robla could serve to accommodate industrial users expected to depart, or be displaced, from the River District, which plans to reduce its industrial inventory by over 3.5 million square feet by 2035. At this time, West Sacramento, McClellan, and Roseville provide multiple fully-served, competitively-located sites to meet anticipated demand for users seeking a location on the I-80 corridor; additional study would be needed to determine if Robla can help the City retain industrial jobs over time.

Pocket Findings

- **As a nearly built out Community Plan Area, the Pocket has very limited opportunities to accommodate near-term city growth.** Predominantly a residential community, the Pocket features some neighborhood/community commercial centers near I-5 interchanges with 43rd Street, Florin Road, and Meadowview Road, as well as the intersection of Riverside and Florin.

Vacant land appears to be concentrated mostly near interchanges (including Pocket Road, Corporate Way, and 43rd), which would facilitate opportunities for additional job growth and/or commercial space. Further, there is only one major approved, not yet built project in the Pocket: an 85-unit senior care facility on Maple Tree Way.

- **Employment nodes in the Pocket are small.** The Pocket’s commercial areas are located within the much larger South Sacramento office and retail sub-markets, whose overall performance may not be reflective of the market conditions within the Pocket (Table 2-51). Instead, retail and office development in the Pocket is probably more tied to local residents’ spending power and job stability.

<i>Item</i>	<i>LT Vac. Rate¹</i>	<i>Current Vac. Rate</i>	<i>Asking Rent²</i>	<i>Inventory</i>		<i>Growth (%)</i>	
				<i>Total</i>	<i>% of Region</i>	<i>Since 2008</i>	<i>1999 - 2012</i>
Influencing Office Sub-Markets³							
South Sac	11.1%	16.6%	\$1.35	3,300,836	4%	0%	9%
Influencing Retail Sub-Markets^{3,4}							
South Sac	10.0%	13.4%	\$1.41	7,360,480	12%	6%	NA
Influencing Industrial Sub-Markets³							
None	--	--	--	--	--	--	--

Notes

¹ Average from 1999-2012 (3rd Quarter).

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

South Area Findings

- The South Area is a large Community Plan Area composed of multiple subareas with unique characteristics, land uses, and economic dynamics. Subareas include Delta Shores, Executive Airport, Fruitridge/Florin, Freeport, Meadowview, Parkway, and Valley-Hi/North Laguna. Established in different eras, each subarea has its own defining characteristics, limiting the ability to draw Community Plan Area wide conclusions.
- As a whole, the South Area faces multiple economic development challenges further exacerbated by the economic downturn. The departure of new auto dealers on Florin Road (largely to Elk Grove), relatively low household incomes, perceptions concerning crime and safety, and distance from the core have hindered job growth in the South Area. Local business associations report that economic conditions have forced many business closures, resulting in empty storefronts and gaps in strip malls. Because many businesses in the South Area are family-owned and rely on cash as the primary source of capital, these businesses are slow to return as the economy recovers. This inactivity has a ripple effect on local jobs and the provision of retail goods and services. While the South Area is one of the few Community Plan Areas that actually gained jobs between 2008 and 2011 (California EDD 2012), the impending closure in summer 2013 of the Campbells' Soup facility at 47th/Franklin, is expected to subtract about 700 jobs.
- The South Area's industrial, retail, and office submarkets are struggling. As Table 2-52 below indicates, the South Sac office, retail, and industrial sub-markets are experiencing relatively high vacancy rates. Of note, the rapid expansion of the Elk Grove/Laguna industrial sub-market, (which begins at Meadowview Road and covers all of Elk Grove), is remarkable— its inventory is now greater than that of the South Area sub-market. Elk Grove's proximity and access to I-5 and Highway 99, combined with essentially brand new industrial inventory, makes it a competitive submarket that exerts influence on the City's South Area industrial product performance. However, because Elk Grove has such high vacancy rates, the amount of available inventory may continue to exert downward pressure on rates elsewhere in the South Area.

Table 2-52 Commercial Submarket Performance Influencing the South Area							
Item	LT Vac. Rate ¹	Current Vac. Rate	Asking Rent ²	Inventory		Growth (%)	
				Total	% of Region	Since 2008	1999 - 2012
Influencing Office Sub-Markets³							
South Sac	11.1%	16.6%	\$1.35	3,300,836	4%	0%	9%
Influencing Retail Sub-Markets^{3,4}							
South Sac	10.0%	13.4%	\$1.41	7,360,480	12%	6%	NA
Influencing Industrial Sub-Markets³							
South Sac	3.9%	6.0%	\$0.39	4,966,842	3%	0%	3%

Notes

¹ Average from 1999-2012 (3rd Quarter)

² Direct asking rent per square foot, 3rd Quarter of 2012.

³ Includes commercial sub-markets within the Sacramento Region whose territory overlaps with this Community Plan Area. Sub-market territory boundaries differ from Community Plan Area boundaries.

⁴ No historical data is available from Colliers prior to 2006. Applies conservative industry assumption for a long-term retail vacancy rate. Could vary from 5% to 10%.

Source: Colliers.

- **Most of the South Area’s regional retail centers are located nearby in the unincorporated area of the county.** There are limited regional outlets within the city, including those located at Calvine Road/Highway 99, Meadowview/Highway 160. The majority of regional retail centers serving the South Area are located in the unincorporated portion of Florin Road, (within the Fruitridge/Broadway Community Plan Area), or further south in Elk Grove. These centers do not generate sales tax revenues for the City of Sacramento.
- **Retail submarket indicators provide little information specific to the South Area for local-serving retail.** The South Sacramento Retail Submarket encompasses all of the South Area, Pocket, Land Park, nearly all of Fruitridge/Broadway, and an unincorporated area extending east to the intersection of Highway 16 and Grant Line Road. In addition, small centers and individual shops along retail corridors such as Franklin, Mack, and/or Florin are not included in brokerage firm analyses, which exclude centers less than 5,000 square feet.
- **In the future, the South Area has strong transportation routes, niche markets, and existing medical nodes that should help bolster growth over time.** Accessibility to both I-5 and Highway 99, a future connection between the two via Cosumnes River Boulevard, the existing presence of a community college, multiple major medical facilities, and the Executive Airport, are all key economic development assets for the area. In addition, some used car dealerships and larger auto repair centers are located on Florin Road, while other, locally operated auto and appliance repair shops are concentrated along Franklin Boulevard. All of these jobs are important for the local and Regional economy; to the extent that service/repair businesses can grow over time, they serve as an important source of entrepreneurial opportunities for a segment of the economy not directly targeted by the Next Economy project.

- **The Mack Road Corridor area is an important employment node for the South Area that has near/mid-term potential for expansion.** Anchored in large part by Kaiser Medical Center, (and Mercy's Methodist Center further south), this area has multiple multifamily housing complexes and retail outlets, and has immediate access to Highway 99 as well as proximity to Cosumnes River College. Importantly, the extension of Cosumnes River Boulevard may help bolster the potential for this area to provide new jobs for the South Area. The local business improvement district is actively engaging in activities to improve the appearance of the area.
- **Delta Shores provides an opportunity to help the City and South Area in numerous ways. While completion of the regional mall is expected to occur in the near-term, the timing of residential development remains speculative.** Delta Shores is a master plan community located at the southern edge of the city along I-5. At build out, it will add about 6,100 new homes and thousands of jobs⁵, (primarily retail) (Table 2-53). Development of this project would provide an extension of Cosumnes River Boulevard, ultimately enabling access between I-5 and Highway 99, bring a new regional retail center capturing sales from the South Area, Pocket, other areas and commuters travelling along I-5, and add new, yet relatively dense, housing at a substantial scale. The master developer of the project intends to build the retail center within the next few years, and it is expected that the center's competitive location will provide local residents with new regional retail amenities and keep regional retail spending within the City.

In contrast, the near-term market for residential development will depend on a number of factors. Similar to North Natomas, Elk Grove is now an established community with many partially-completed master planned communities featuring an array of new community amenities and reputable schools, whereas Delta Shores is an undeveloped site surrounded by an established area with more modestly-priced homes. The completion of Elk Grove subdivisions will likely lead the development of Delta Shores. However, a prolonged moratorium in North Natomas will likely speed up development in Elk Grove, likely pushing Delta Shores forward sooner.

⁵ For purposes of this General Plan analysis, job estimates rely on SACOG's MTP employment density ratios, which are 250 square feet per retail job. Standard ratios utilized for this type of analysis, particularly for a large regional retail center like the one planned at Delta Shores are typically in the range of 300 to 600; the actual number of jobs within Delta Shores may be up to 50 percent lower than the estimated figure derived from the SACOG multiplier.

Item	Residential Units			Estimated Jobs ¹			
	SF	MF	Total	Retail	Office	Industrial	Total
Approved Projects							
Partially BO/Under Const. ²	114	0	114	0	0	0	0
Approved (Individual Projects)	0	0	0	0	0	0	0
Approved (Delta Shores) ³	3,839	2,270	6,109	6,066	0	0	0
Subtotal Approved Projects	3,953	2,270	6,223	6,066	0	0	6,066
Planned Projects⁴	65	1,048	1,113	813	1,238	11	2,062
Total Projects	4,018	3,318	7,336	6,879	1,238	11	8,128

Notes:

¹ Jobs are estimated based on SACOG employment densities of 250 sq. ft. per retail employee, 300 sq. ft. per office employee, and 800 sq. ft. per industrial employee. Actual densities may differ owing to changing work patterns; industry assumptions for retail tend to be 300+ square feet per employee, for example.

² Includes Hampton Station (100 single-family units) and the Indian Lane Subdivision (14 single-family units).

³ Includes the Stone-Boswell site. Land uses consistent with the project financing plan.

⁴ Reflects capacity within the Florin Road Corridor, as indicated by City staff in January of 2013.

South Natomas Findings

- While the South Natomas Community Plan Area is mostly built out, there are infill opportunities primarily geared towards commercial development. At this time, the South Natomas Community Plan Area does not have any identified approved but un-built projects, nor are there any proposed or known planned projects. However, some key undeveloped sites remain along Garden Highway (on either side of I-5), Venture Oaks Way, and El Camino; additional land is available on the south side of Highway 80 at El Camino. These sites appear to be zoned for commercial development. (*City of Sacramento 2013*)
- At the northeastern boundary of South Natomas, there is also residential land available for development. This area is east of Northgate Boulevard.
- Office product in South Natomas has performed well during the downturn and can be expected to help the city sustain near-term job growth. Like North Natomas, South Natomas lies within the larger Natomas-Northgate office sub-market (Table 2-49). Located on the south side of the Highway 80/I-5 junction, South Natomas is an established Class A/B office hub anchored by its highly competitive location; easy freeway access to the rest of the region combined with proximity to Downtown, the River District, the Airport, and West Sacramento appeals to professional/businesses services firms, (e.g. consultants, State vendors,), as well as non-profits and other public agencies seeking cost-effective rents close to Downtown. Interviews suggested that local vacancy rates, (compared to Downtown/Midtown) do not properly reflect market conditions—net of some large new Class A buildings brought to market during the downturn, (e.g. 2020 Gateway and the River Plaza Corporate Center), this area has performed strongly. In the future, it is likely that near-term job growth in the professional/business services sector will gravitate to South Natomas; as excess vacant space is absorbed, there may also be demand to develop some of the remaining infill commercial sites in this area.

- The health of retail centers in South Natomas will be tied to the economic stability of neighborhood residents and local businesses. Located within the larger Natomas retail sub-market, most retail outlets can be found in neighborhood centers with interior or quasi-interior locations, (e.g. Truxel/El Camino and Gateway Oaks/El Camino); these outlets rely on spending by residents of surrounding subdivisions as well as employees in office buildings. Other outlets draw from a larger but seasonal crowd (e.g. riverfront restaurants along Garden Highway).

Part 5: Findings

The following findings draw from Parts 1 through 4 of this section on economic development. The compilation below reflects the most pertinent findings from each topic covered in this section.

- The region has been and will continue to be strongly influenced by the presence of government, relatively inexpensive housing stock, Bay Area proximity, role as the state capital, and traditional agricultural economy. In addition, ongoing development patterns dating back to the 1970s have resulted in the creation of several population and employment nodes throughout the region.
- The steady rise in Class A office space between 1990-and 2006 highlights the region's economic maturation and multi-nodal and suburban character.
- Between 1990 and 2006, the region experienced average annual growth of about 15,600 residential units per year; this growth was dominated by single-family development. Between 2000 and 2006 multifamily development also began to flourish. Between 1990 and 2006, the City issued, on average, roughly 1,900 residential permits per year, exhibiting some similar development patterns as the region. Between 2000 and 2006, nearly three-fourths of new development in the City occurred in North Natomas, while less than ten percent occurred in the Central City.
- Between 1996 and 2006, the region's permit volume equaled or surpassed that of the entire nine-county San Francisco Bay Area. In the early 2000s, high land prices made higher density development much more attractive to builders *and* homebuyers than single-family large-lot units. However, rapid price increases through 2006 also affecting the ability of local families to buy homes, challenging one of the fundamental assets upon which the region was built.
- Between 2006 and 2011 the region lost nearly 100,000 jobs. The financial crisis has negatively impacted employment levels, home prices, and commercial and industrial activities. During this timeframe, the Region lost some specialization in Financial Services and Construction, maintained Professional & Business Services, and actually gained in Government.
- Since the peak of the market, median homes prices in the region have collapsed—from about \$415,000 in late 2005 to \$205,000 in 2012-- and are not expected to recover quickly.
- As of the 3rd quarter of 2012, the region's commercial real estate market was characterized by ongoing high vacancy rates, low lease rates, and low or negative net absorption. Local brokerage houses report that Sacramento's industrial market continues to struggle, while other nearby regional industrial markets, such as San Joaquin, are actively recovering.

- The Region's economic performance in 2012 suggests a recovery is in progress. Experts predict modest growth through 2015. 2012 also brought modest home price increases that are likely driven by multiple factors, including affordability, low interest rates, and investor purchases. Also, renewed interest in finished lots signaled an important rebound in the housing market. However, the Region's commercial markets remain inextricably linked to employment growth.
- High-density development in Downtown Sacramento has continued to occur at steady albeit modest levels. Within the commercial market, the State appears to be consolidating and downsizing its role in the private office sector, though it will continue to be a large presence Downtown.
- SACOG's 2035 MTP/SCS, which has incorporated the Blueprint concept, projects that the region will have approximately 1.3 million employees and 1.2 million housing units by 2035. Sacramento is expected to contain roughly 20 percent of the region's housing and nearly 30 percent of the region's jobs. The SACOG forecasts project the city will have roughly 261,000 housing units and 387,000 employees by 2035.
- To achieve the 2035 projections, new housing development will need to outpace historical growth rates. The city will need to add approximately 68,000 housing units, or about 3,000 new units per year. This rate is about 30 percent higher than the city's average annual pace of growth between 1990 and 2006 (roughly 1,600 new units per year or a rate of 1.0 percent).
- The SACOG forecast predicts a significant change in Sacramento's mix of housing units, effectively reversing the city's historical development patterns. Sacramento's current stock of approved and planned projects appears to support a trend toward increased multifamily development, though 100% of the approved multifamily units, plus 18,400 additional units, would be needed to achieve the SACOG's multifamily target.
- While Sacramento has been the urban node of the Valley, future statewide growth will spread to other "new" areas. The region's ability to sustain a recovery of home values and generate demand for new home product will be driven by job growth, income levels, and lending practices. As a result of new economic realities, the pool of buyers will be smaller and prices these buyers afford will be relatively lower than before.
- Technology is facilitating changes in work patterns that are expected to place less intensive space demands on the commercial real estate market. New technology is also facilitating entrepreneurship with different space needs.
- Recovery of the retail market will be closely correlated with consumer confidence and economic health of the local population (for strip, neighborhood, and community retail) and of the regional population (for specialty and regional retail).
- As firms evaluate whether to locate or expand within the region, the city will compete against other jurisdictions based on local land prices, taxes, proximity to housing, the entitlement and permitting processes, and location of related businesses. In addition, the City has been actively engaged in improving the development climate for the Central City. Ongoing efforts will be critical to overcoming the perception that development in the Central City remains difficult.
- The Region's and City's success in attracting businesses in clusters identified by the Next Economy Project has the potential to accelerate demand for space in the near and

middle term. Moreover, civic amenities are increasingly important factors in retaining and attracting residents, as well as selecting where to live, within the region.

- Initial waves of job growth will be absorbed into existing, underutilized space in the city and region. Absorption of *excess* vacant space in existing buildings will also occur before the market begins producing substantial levels of new commercial space.
- Land sales within North Natomas, (one of the city’s high-growth areas), remain speculative in the development community because of uncertainty about the flood moratorium, future flood insurance increases, and the annexation of the adjacent Natomas Joint Vision Area.
- Preliminary residential growth forecasts between 2012 and 2020 fall well within the holding capacity for each Community Plan Area but exceed historical growth patterns for all Community Plan Areas, (with the exception of the Pocket and North Natomas). Moreover, about half of the Community Plan Areas have an insufficient level of approved projects to meet total 2020 residential and job projections.
- Near-term single-family residential development potential is relatively strong within select infill sites throughout the city, as well as greenfield areas in North Natomas and Delta Shores.
- Near-term multifamily residential development potential is relatively strong within a variety of locations throughout the city.
- A large portion of near-term office demand will be accommodated in existing inventory, though demand for new development is expected to occur in the Central City, Fruitridge/Broadway, and South Natomas.
- Near-term retail demand is expected to be modest in most cases.
- Near-term demand for industrial space will likely be accommodated in a combination of existing buildings and new development primarily in two areas: North Natomas and Power Inn.

3 MOBILITY

This Chapter addresses existing transportation systems within the Policy Area, including: roadways, transit services, bicycle facilities, airports, waterways, and railways.

Introduction

Background

Mobility and accessibility in the city of Sacramento is provided by a variety of facilities serving a variety of travel modes carrying people and goods.

In the 1920 and 1930s, transportation planning within the city was largely focused on railroads. Sacramento was served by five railroad companies and was seen as favorable for rail travel and freight service due to its central location and proximity to the Sacramento River. With the popularity of cars, roadway travel became more common and the planning focus shifted to roadway construction and maintenance. By the 1950s, the city was facing congestion issues with two-thirds of the city's roadways experiencing periods where demand exceeded capacity. The City's 1952 Annual Transportation Report acknowledged "California's traffic problem is serious today – it will be more critical tomorrow."

Roadway congestion continues to be a prominent transportation and planning issue within the city and Sacramento region. Although substantial growth has occurred in outlying areas in recent years, Downtown Sacramento continues to serve as a major employment center within the region, which necessitates travel to/from the Downtown. Congestion on freeways and major arterials in the City can cause drivers to divert onto neighborhood streets to avoid delays.

The transportation system in the city of Sacramento, along with the existing physical and operational conditions, is described below. The system is presented in terms of: the local and regional roadways, transit services, bikeways, pedestrian facilities, aviation facilities, waterways, and railways.

3.1 Roadways

Introduction

The City's roadway network consists of a combination of Federal interstates, a United States highway, California State highways, and city streets (arterial, collector, and local streets).

This roadway network is used extensively for personal vehicle travel. Table 3-1 documents the mode splits used by City residents to travel from home to work. As shown, approximately 86 percent of all city residents travel from home to work by automobile, of which 14 percent travel in a carpool of two or more persons. Public transit serves approximately four percent of residents commuting to work. Approximately 3 percent of residents walk to work, four percent work from home, and three percent use a different form of transportation than those specified above (including bicycle).

<i>Mode</i>	<i>Home-Work Mode Split</i>
Drive Alone	72.5%
Carpool	13.6%
Public Transportation	3.7%
Walk	3.1%
Work at Home	3.8%
Other (Includes Bicycles)	3.4%

Source: U.S. Census Bureau, 2007-2011 American Community Survey.

The Census Bureau data provides valuable insight into work commute trips, however these trips account for only a portion of the trips on the city’s roadways. The Sacramento Area Council of Governments (SACOG) maintains a regional travel demand forecasting model, and in this role, periodically performs a household travel survey used to assist in the calibration of the model. The data from SACOG’s 2000 Household Survey shows the range of travel purposes for residents of the city of Sacramento:

- 37 percent for shopping, personal business, meals outside home
- 24 percent for work
- 14 percent related to school
- 14 percent medical, civic, church, other
- 11 percent social/recreational

Existing Conditions

Regional Roadway System

Two major interstate highways converge in Sacramento: Interstate 5 (I-5), a north-south highway running from Canada to Mexico, and Interstate 80 (I-80), an east-west highway running between San Francisco and the New York City metropolitan area. Two other major freeways, State Route 99, which runs north-south, and U.S. Highway 50 (US 50), which runs east-west, also converge within the city. The Capital City Freeway and State Route 160 (SR 160) round-out the city’s network of freeways.

This system of freeways handles the bulk of the long-distance trips that cross through the Sacramento region en-route to other destinations, but it also handles large volumes of commute trips between residential suburbs and the employment-rich Central Business District located in Downtown Sacramento. Detailed descriptions of each of these and other major regional facilities are provided below:

- **Interstate 5** is a principal north/south freeway that extends the length of California into Oregon and Washington. Within the city, it travels along the eastern bank of the Sacramento River through Downtown, linking the primarily residential neighborhoods in Natomas and South Sacramento to the Central Business District. Interstate 5 also serves as the sole freeway in the region providing access to the Sacramento International Airport, and is a primary route used by long-distance truck traffic. Interstate 5 has six to eight travel lanes within the city.
- **Interstate 80** is a principal east/west freeway that extends across the United States, connecting California to New Jersey. Within this region, I-80 connects the San Francisco Bay Area to Lake Tahoe and Reno, Nevada. Interstate 80 serves as a bypass of Downtown Sacramento, and travels through the northern portion of the City. This freeway is used as a major commute route for employees traveling into Sacramento from the northeastern suburbs, as well as from the west. It also serves as a major truck route between the San Francisco Bay Area, Sacramento, the Tahoe Basin, and points east. Within the City, I-80 has six mainline travel lanes, and a project is currently underway to add one high-occupancy vehicle (HOV) lane in either direction between I-5 and Business 80.
- **Business 80**, also known as the Capital City Freeway or State Route 51 (SR 51), extends northeast from Downtown Sacramento, connecting to I-80 just east of Watt Avenue. In addition to serving as a link to the Central City, Business 80 provides access to major regional destinations including Cal Expo and Arden Fair Mall. Business 80 is a six to ten lane freeway within the city, and has one HOV lane in either direction between E Street and SR 99.
- **US Highway 50** is a major east/west route that extends from I-80 near Downtown Sacramento to the Tahoe Basin and ultimately to Ocean City, Maryland. Within the City, US 50 functions as a freeway, with eight to 10 travel lanes. This freeway connects Downtown Sacramento to the eastern suburbs, including the cities of Rancho Cordova and Folsom.
- **State Route 16** (SR 16), also known as Jackson Highway, is a designated State highway that links the city of Sacramento to eastern Sacramento County and Amador County. Apart from portions of the route co-designated with major freeways, SR 16 stretches approximately 1.5 miles within the city (from the US 50/Howe Avenue interchange to South Watt Avenue). The City and Caltrans are currently (2012) discussing the possibility of relinquishing this portion of the route to the City.
- **State Route 99** is a four-to-six lane freeway extending south from Business 80 to South Sacramento, Elk Grove, and through the Central Valley. This segment of SR 99 has one HOV lane in either direction on this major commute route between Downtown Sacramento and the southern suburbs. A portion of SR 99 is co-designated with US 50 and I-5 through Downtown Sacramento and Natomas. State Route 99 separates from I-5 near the northern city limit, stretching to the north as a four-lane freeway.

- **State Route 160** within the City limits remains under Caltrans control for a distance of just over two miles between Downtown Sacramento and Business 80. This spur off of the regional freeway system extends across the American River, and is a key route for trips between the central city and the northeastern suburbs. All other portions of this route located within the city were relinquished by Caltrans to the City of Sacramento.

City Roadways

Figure 3-1 displays the functional classification and the number of travel lanes on roadways within the city as well as within the General Plan Policy Area. Functional classification describes the roadway purpose and use related to moving people and goods. The city's roadways are divided into the following classifications:

- **Arterial Streets:** Provide mobility for high traffic volumes between various parts of the city and the region, serving a mix of through traffic and local traffic. Arterials typically link freeways to collector streets and local streets. The city transportation network includes both suburban and urban arterials. Suburban arterials generally have higher speeds and more access control. Urban arterials have generally lower speeds and less access control due to the intensity of the development in the urban environment. Arterials within the city may have up to eight travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between and within neighborhoods, and generally have lower speeds and traffic volumes than arterials. Driveway access to collectors is limited less than on arterials, but may still be discouraged. Collectors within the city may have up to four travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes.

The following major city roadways provide arterial connections to the regional freeway system:

- Pocket Road
- Florin Road
- Seamas Avenue/Fruitridge Road
- Sutterville Road
- P Street & Q Street
- I Street & J Street
- Richards Boulevard
- Garden Highway
- El Camino Avenue
- Arena Boulevard
- Del Paso Road
- Elkhorn Boulevard
- Truxel Road
- Northgate Boulevard
- Norwood Avenue
- Marysville Boulevard/Raley Boulevard
- Cosumnes River Boulevard
- Mack Road
- 47th Avenue
- Exposition Boulevard
- Arden Way
- Marconi Avenue
- Fulton Avenue
- Watt Avenue
- Stockton Boulevard
- 65th Street
- Power Inn Road/Howe Avenue

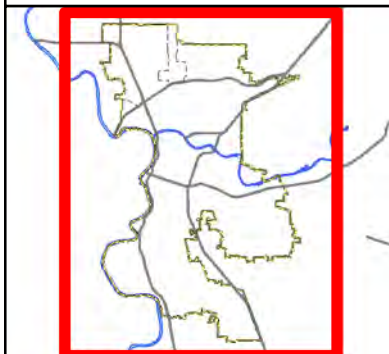
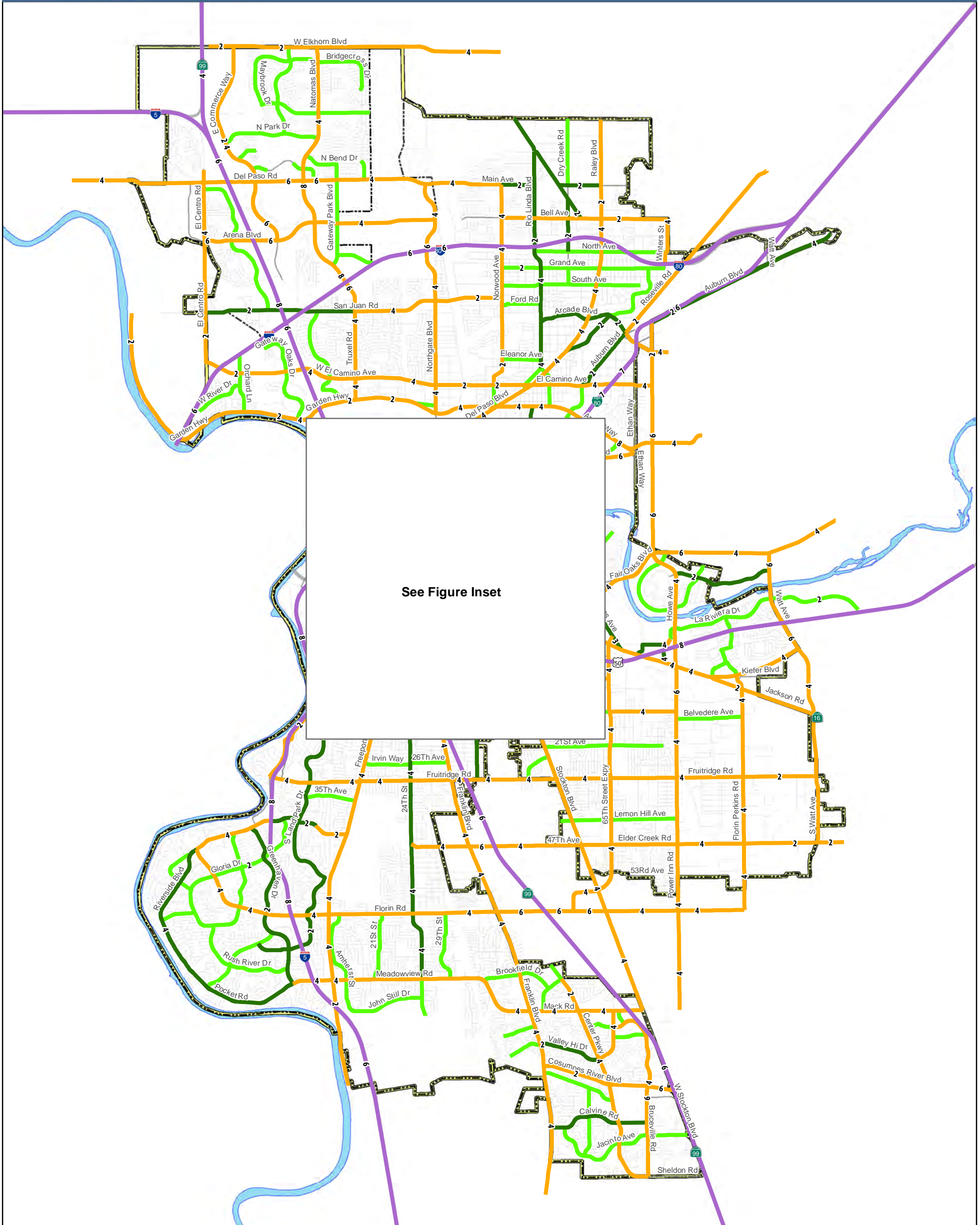
Appendix A lists all the roadways evaluated for this study, along with existing functional classification, geometric and traffic count data. Study roadways with segments that presently carry over 20,000 daily vehicle trips are listed below:

40,000 - 60,000 Daily Trips








- Howe Avenue
- Truxel Road
- Arden Way
- South Watt Avenue
- Florin Road
- Garden Highway

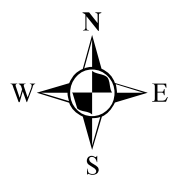
20,000 - 40,000 Daily Trips

- Del Paso Rd
- Northgate Blvd
- Natomas Blvd
- Arena Blvd
- El Camino Ave
- Arden Garden Connector
- W El Camino Ave
- Richards Blvd
- Exposition Blvd
- Fair Oaks Blvd
- Folsom Blvd
- Hornet Dr
- Sutterville Rd
- Fruitridge Rd
- Riverside Blvd/43rd Ave
- Freeport Blvd
- Stockton Blvd
- 65th St
- Power Inn Rd
- Raley Blvd
- Pocket Rd
- Meadowview Rd
- 47th Ave
- Stockon Blvd
- Elder Creek Rd
- Mack Rd
- Valley Hi Dr
- Bruceville Rd
- Franklin Blvd
- 16th St



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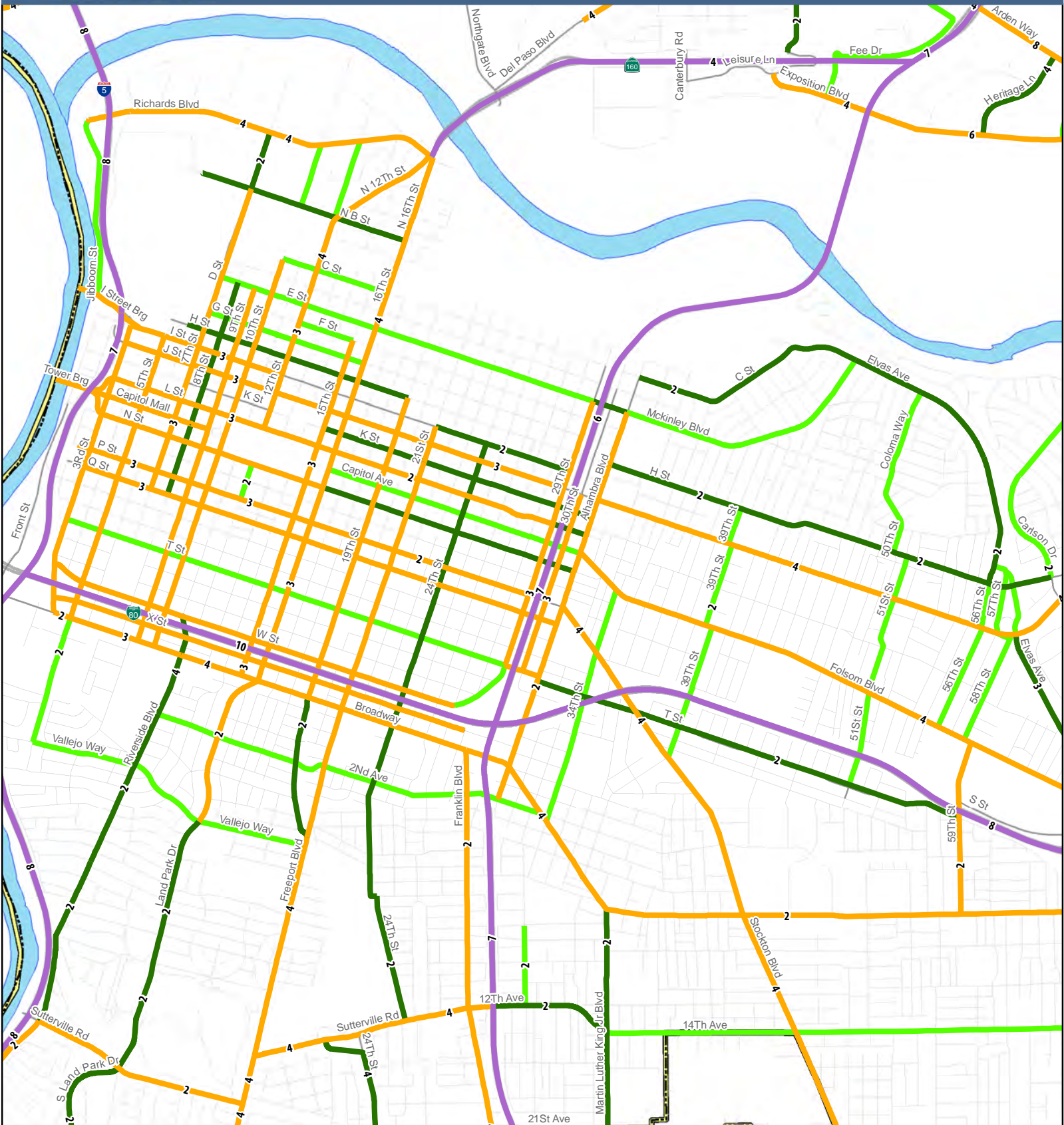
-  Number of Lanes
-  City Limits
-  Freeway
-  Waterways
-  Arterial
-  Major Collector
-  Minor Collector



0 1 2 Miles



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Legend

- Number of Lanes
- City Limits
- Freeway
- Waterways
- Arterial
- Major Collector
- Minor Collector



0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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With the exception of a segment of 16th Street in Downtown Sacramento, all of the roadway segments currently carrying 20,000 or more vehicles per day are located outside of the Central City. Although the most densely developed parts of the city are within Downtown and Midtown, these areas have a gridded street system that disperses traffic and provide redundancy. Major arterial routes in other parts of the city typically lack closely-spaced adjacent roadways, and function as primary commute corridors linking residential neighborhoods to commercial areas and the regional freeway system.

Roadway Capacity and Level of Service

Daily level of service (LOS) was calculated for each roadway segment in the regional roadway system to evaluate existing traffic conditions. Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is used to describe the relationship between traffic demand on the roadway and the physical capacity of the roadway. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. Since this study relies on the daily LOS analysis, it is intended to gauge the need for potential roadway capacity expansion and does not provide an accurate assessment of peak period traffic operations when traffic volumes are at their highest and drivers tend to notice the effects of congestion. The LOS grades are generally defined in Table 3-2.

<i>Level of Service</i>	<i>Description</i>
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.
C	LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds.
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections.
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing.

Source: Transportation Research Board 2010, Highway Capacity Manual, Volume 3, pp. 16-7 – 16-8.

LOS was determined by comparing existing traffic volumes against daily LOS capacity thresholds, which take into account the functional classification and capacity of each roadway segment. Table 3-3 displays the thresholds used for the analysis. The vast majority of the traffic volumes were collected in October and November of 2012, and represent an average of the volume measured during two mid-week 24 hour time periods. This data was supplemented with recent traffic counts provided by the City of Sacramento at select locations. Traffic count data for all freeway segments was provided by Caltrans, and obtained through the Caltrans Performance Measurement System (PeMS). Please refer to Appendix A for traffic count data. The traffic count data should be considered an estimate of current volumes as it is based on a small sample of data and not a full year of continuous counts.

Table 3-3 Level of Service Thresholds for City Roadway Segments

Operational Class	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial – Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial – High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street – Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street – Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000
Facility Type	Stops/Mile	Driveways		Speed		
Arterial – Low Access Control	4+	Frequent		25-35 MPH		
Arterial – Moderate Access Control	2-4	Limited		35-45 MPH		
Arterial – High Access Control	1-2	None		45-55 MPH		

Source: City of Sacramento 2009, 2030 General Plan Master Environmental Impact Report, p. 6.12-10.

Figure 3-2 graphically displays the resulting roadway LOS analysis results. As shown, the vast majority of roadway segments operate at LOS D or better.

While the Mobility Element of the 2030 City of Sacramento General Plan identifies LOS D as the base level of service goal, LOS E and F operations are acceptable in portions of the city as identified in Policy M 1.2.2 pertaining to roadway level of service:

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.

- a. Core Area Level of Service Exemption—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project’s vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road

segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

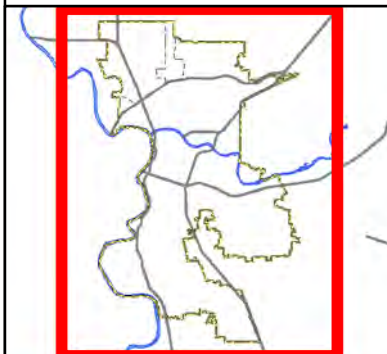
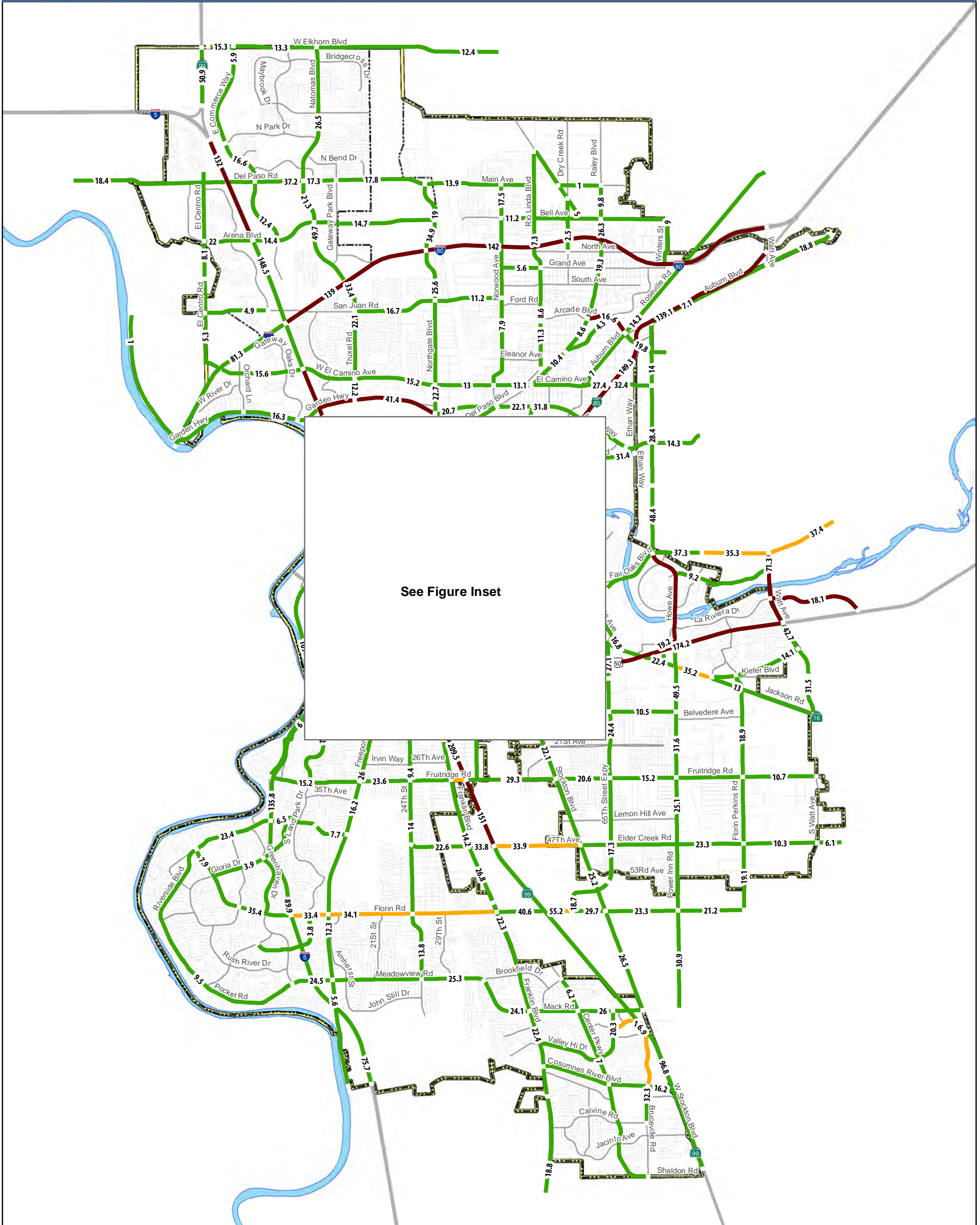
- b. Level of Service Standards for Multi-Modal Districts – The City shall seek to maintain the following standards in multi-modal districts including the Central Business District, areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.
 - Maintain operations on all roadways and intersections at LOS A-E 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 F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.
- 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.
- d. Roadways Exempt from Level of Service Standard – The above LOS standards shall apply to all roads, intersections, or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project’s vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard
- J Street: 43rd Street to 56th Street
- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard: I-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to I-80

- Roseville Road: Marconi Avenue to I-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: I-80 to Gateway Park

Table 3-4 lists all locations currently operating at LOS E or F. None of the locations listed in Table 3-4 are located within the Core Area defined in Policy M 1.2.2, and therefore LOS F operations are not acceptable at any of these locations during any time period of the day.

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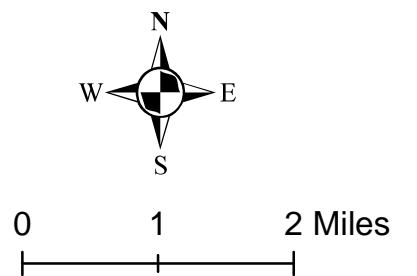


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Level of Service

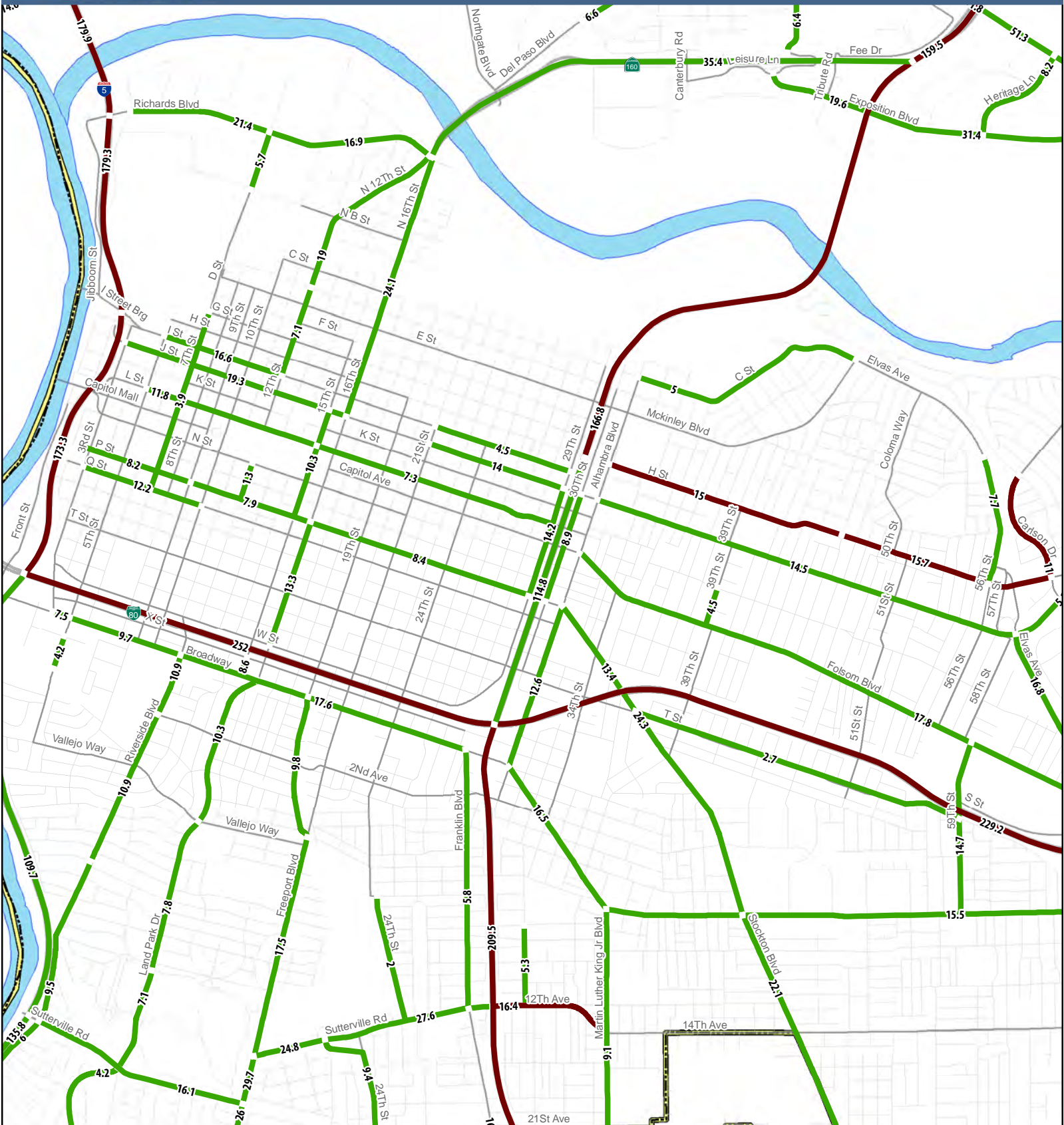
- 24.5 Traffic Volume x 1,000
- A - D
- E
- F

- City Limits
- Waterways



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Figure 3-2 Inset Level of Service and Traffic Volumes



Legend

- x Traffic Volume x 1,000
- City Limits
- Waterways
- A - D
- E
- F

A north arrow is located in the bottom-right corner, pointing upwards. Below it is a scale bar showing distances of 0, 0.25, and 0.5 miles.

Data Source: City of Sacramento, 2012;

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Table 3-4 Roadway Segments Operating at LOS E or Worse, City of Sacramento, 2012

Roadway	Segment	Lanes	Daily Volume	Existing LOS
Arcade Blvd	Marysville Blvd to Roseville Rd	2	16,600	F
Howe Ave	US-50 to Fair Oaks Blvd	4	48,400	F
H St	Alhambra Blvd to 45 th St	2	15,000	F
H St	45 th St to Carlson Dr	3	15,700	F
Folsom Blvd	Howe Ave to Jackson Rd	4	35,200	E
Carlson Dr	Moddison Ave to H St	2	11,000	F
Fruitridge Rd	Franklin Blvd to SR-99	4	32,600	E
12 th Ave	Martin Luther King Jr. Blvd to SR-99	2	16,400	F
Florin Rd	Freeport Blvd to Franklin Blvd	4	34,100	E
Florin Rd	I-5 to Freeport Blvd	4	33,400	E
47 th Ave	SR-99 to Stockton Blvd	4	33,900	E
Garden Hwy	Truxel Rd to Northgate Blvd	2	41,400	F
Garden Hwy	I-5 to Truxel Rd	2	31,000	F

Source: Fehr & Peers, 2013.

Three of the roadway segments operating at LOS E fall partly within a multi-modal district as defined in Policy M 1.2.2. Information pertinent to the application of the Policy M 1.2.2 to each of the segments currently operating at LOS E is detailed below:

- **Folsom Boulevard** (between Howe Avenue and Jackson Road): the entire length of this segment is within ½ mile of a light rail station, and therefore LOS E is acceptable.
- **Fruitridge Road** (between Franklin Boulevard and SR 99): the westernmost portion of this segment is within a ½ mile walk of a light rail station (LOS E acceptable). Land use designations along the entire segment are a mix of “suburban” and “traditional neighborhood” designations (LOS D). Therefore, this may constitute a deficiency.
- **Florin Road** (between Freeport Boulevard and Franklin Road): the eastern-most portion of this segment is within a ½ mile walk of a light rail station and has an “urban” land use designation (LOS E acceptable). The remainder of this segment has “suburban” land use designations (LOS D). Therefore, this may constitute a deficiency.
- **47th Avenue** (between SR 99 and Stockton Boulevard): the western portion of this segment is within unincorporated Sacramento County (LOS E acceptable). The eastern-most portion of this segment located in the City is not within ½ mile of a light rail station, and has a mix of “public/quasi-public,” and “suburban” land use designations (LOS D). Therefore, according to the City LOS standards, LOS E is a deficiency.

The guidance provided by the City’s current LOS policy at times results in situations where the acceptable LOS threshold for a given roadway facility is unclear. Examples include intersections with urban land use designations on some quadrants; roadway segments with portions passing through non-urban land use designations; roadway segments with urban land use designations on one side of the roadway.

A total of 43 roadway segments within unincorporated Sacramento County were evaluated to determine existing conditions just outside of the Policy Area boundary. Table 3-4 lists the locations of seven roadway segments with existing unacceptable LOS according to the County’s existing standards.

Policy CI-9 contained in the Circulation Element of the Sacramento County General Plan (Sacramento County 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:

CI-9 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.

All roadway segments studied within Sacramento County are located within the Urban Service Boundary, and therefore LOS E is considered acceptable.

Table 3-5 Road Segments Exceeding Acceptable LOS Standards in Adjacent Jurisdictions, County of Sacramento, 2012

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
Watt Ave	Fair Oaks Blvd to US-50	6	71,300	F
La Riviera Dr	Watt Ave to Folsom Blvd	2	18,100	F

Source: Fehr & Peers, 2013.

Two roadway segments were evaluated in the city of Elk Grove including a portion of Franklin Boulevard and Bruceville Road immediately south of the City’s Policy Area boundary. These road segments operate under acceptable levels under existing conditions according to the City of Elk Grove’s existing standards.

Freeways

Table 3-6 displays the thresholds used for the freeway LOS analysis, and Table 3-7 shows the results of the LOS analysis for 28 freeway segments located within the city. As shown in Table 3-7, 17 of the 28 freeway segments are rated at LOS F under daily conditions. This typically implies that peak period conditions are sufficiently congested to justify actions aimed at reducing or managing demand, improving transit, changing land use, or expanding the facility depending on other transportation objectives of Caltrans and affected agencies.

Table 3-6 Level of Service Thresholds for Freeway Segments

Number of Lanes	ADT Level-of-Service Capacity Threshold				
	A	B	C	D	E
2	14,000	21,600	30,800	37,200	40,000
4	28,000	43,200	61,600	74,400	80,000
6	42,000	64,800	92,400	111,600	120,000
8	56,000	86,400	123,200	148,800	160,000
10	70,000	108,000	154,000	186,000	200,000

Source: City of Sacramento 2009, 2030 General Plan Master Environmental Impact Report, p. 6.12-10.

Table 3-7 Existing Daily Freeway Segment Operations, City of Sacramento, 2012

Freeway	Segment	Current LOS
Interstate 5	SR-99 Interchange to Arena Blvd	F
Interstate 5	Arena Blvd to I-80 Interchange	D
Interstate 5	I-80 Interchange to W El Camino Ave	D
Interstate 5	W El Camino Ave to Richards Blvd	F
Interstate 5	Richards Blvd to J St	F
Interstate 5	J St to US-50 Interchange	F
Interstate 5	US-50 Interchange to Sutterville Rd	C
Interstate 5	Sutterville Rd to 43 rd Ave	D
Interstate 5	43 rd Ave to Florin Rd	C
Interstate 5	Florin Rd to City Limits	C
Interstate 80	Garden Hwy to I-5 Interchange	C
Interstate 80	I-5 Interchange to Northgate Blvd	F
Interstate 80	Northgate Blvd to Watt Ave	F
US 50	I-5 Interchange to SR-99 Interchange	F
US 50	SR-99 Interchange to 65 th St	F
US 50	65 th St to S Watt Ave	F
Business 80	SR-99 Interchange to J St	D
Business 80	J St to SR-160 Interchange	F
Business 80	SR-160 Interchange to El Camino Ave	F
Business 80	El Camino Ave to Marconi Ave	F
Business 80	Marconi Ave to Fulton Ave	F
Business 80	Fulton Ave to City Limits	F
State Route 99	W Elkhorn Blvd to I-5 Interchange	C
State Route 99	US-50 Interchange to Fruitridge Rd	F
State Route 99	Fruitridge Rd to 47 th Ave	F
State Route 99	47 th Ave to Mack Rd	F
State Route 99	Mack Rd to Sheldon Rd	E
State Route 160	Richards Blvd to Business 80 Interchange	B

Source: Fehr & Peers, 2013.

The *Transportation Corridor Concept Report, Interstate 5* (Caltrans 2010), like all Caltrans transportation corridor or route concept reports, identifies long-range improvements for specific state highway corridors. These reports also establish the “concept” or desired LOS for specific corridor segments. The long-range improvements are identified to bring the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts. In addition, the ultimate design concept for the facility is also identified for conditions beyond the immediate 20-year design period. Throughout the City of Sacramento, the concept service level on I-5 is LOS F with the exception of a short segment located within the city west of SR-99, which has a concept service level of LOS D. Caltrans typically established LOS E as the desired concept LOS in urban areas, but will establish LOS F thresholds when the improvements to accommodate LOS E are not feasible due to environmental, right-of-way, financial, and other constraints.

From the southern city limit to Pocket Road, the 20-year concept for Interstate 5 (I-5) is an eight-lane freeway with one HOV lane in each direction, and the ultimate facility concept is a ten-lane freeway with eight general-purpose lanes and one high occupancy vehicle (HOV) lane in each direction. From Pocket Road, through Downtown Sacramento, north to the I-5/SR 99 interchange, the 20-year and ultimate facility concept is a ten-lane freeway with four general-purpose lanes and one HOV lane in each direction (with the exception of the segment in Downtown Sacramento between US 50 and the Union Pacific Railroad tracks, which has a 20-year and ultimate concept of two fewer mainline lanes). From SR 99 to the Sacramento/Yolo County Line, the 20-year concept is a six-lane freeway with four general purpose lanes and one HOV lane in either direction, and the ultimate facility concept is an eight-lane freeway with three general-purpose lanes and one HOV lane in each direction.

The *Transportation Corridor Concept Report, Interstate 80* (Caltrans 2010) contains the 20-year improvement concept for I-80. Throughout the city of Sacramento, the concept service level is LOS F. The 20-year concept and the ultimate facility concept for the corridor is an eight-lane freeway with three general-purpose lanes and one HOV lane in each direction.

The *Transportation Corridor Concept Report, United States Highway 50* (Caltrans 2010) contains the 20-year improvement concept for US 50. Throughout the city of Sacramento, the concept service level is LOS F. Throughout the entire city, the 20-year concept and the ultimate facility concept is a 10-lane freeway with one HOV lane in each direction.

The *State Route 99 Transportation Corridor Concept Report* (Caltrans 2010) contains the 20-year improvement concept for SR 99. South of US 50, the concept service level is LOS F throughout the city of Sacramento. The 20-year concept is a six-lane facility south of Florin Road, an eight-lane facility between Florin Road and Fruitridge Road, and a ten-lane freeway between Fruitridge Road and US 50; each of these segments includes one HOV lane in each direction. The ultimate facility concept is an eight-lane freeway including one HOV lane in each direction south of Mack Road, and a 10-lane freeway including one HOV lane in each direction north of Mack Road.

For the segment of SR 99 within the city located north of I-5, the concept service level is LOS E. The 20-year concept for this segment is a six-lane freeway including one HOV lane in each direction, and the ultimate facility concept is a 10-lane freeway including one HOV lane in each direction.

The *Interstate 80 and Capital City Freeway Corridor System Management Plan* (Caltrans 2009) contains the 20-year improvement concept for the Capital City Freeway (SR 51). Throughout the city of Sacramento, the concept service level is LOS F. From the US 50/SR 99 junction to J Street, the 20-year concept and

the ultimate facility concept for SR 51 is an eight-lane freeway with three general-purpose lanes and one HOV lane in each direction. From J Street to the I-80/SR 51 junction, the 20-year concept and ultimate facility concept is a six-lane freeway.

Truck Routes

The Federal and State highways within the city and General Plan Policy Area have been designated as truck routes by Caltrans. I-80, I-5, U.S. 50, SR 99, and Business 80 are included in the National Network for Service Transportation Assistance Act (STAA) of 1982.

State Route 160, most of which Caltrans relinquished to the City, is part of the California Legal Network. The California Legal Network limits some of the larger trucks allowed under the STAA network. Trucks are defined as heavy freight vehicles that meet the STAA definitions found in the California State Vehicle Code.

The percentage of truck traffic on freeways in the city is summarized in Table 3-8. As shown, I-5 through Downtown Sacramento has the highest truck percentage (8.1 percent), while Business 80 (Capital City Freeway) has the lowest percentage of trucks (3.4 percent).

<i>Interstate/Highway</i>	<i>Vehicle AADT1</i>	<i>Truck AADT1</i>	<i>Percentage of Trucks</i>
I-5 south of Jct. I-80	152,000	12,282	8.1%
I-80 east of Jct. I-5	144,000	8,251	5.7%
U.S. 50 east of Jct. SR 99	206,000	7,643	3.7%
SR 99 south of Jct. U.S. 50	211,000	9,516	4.5%
Business 80 at Exposition Blvd	159,000	5,422	3.4%

Notes:

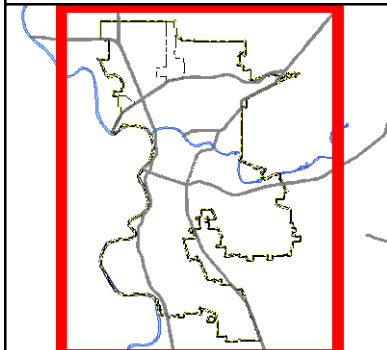
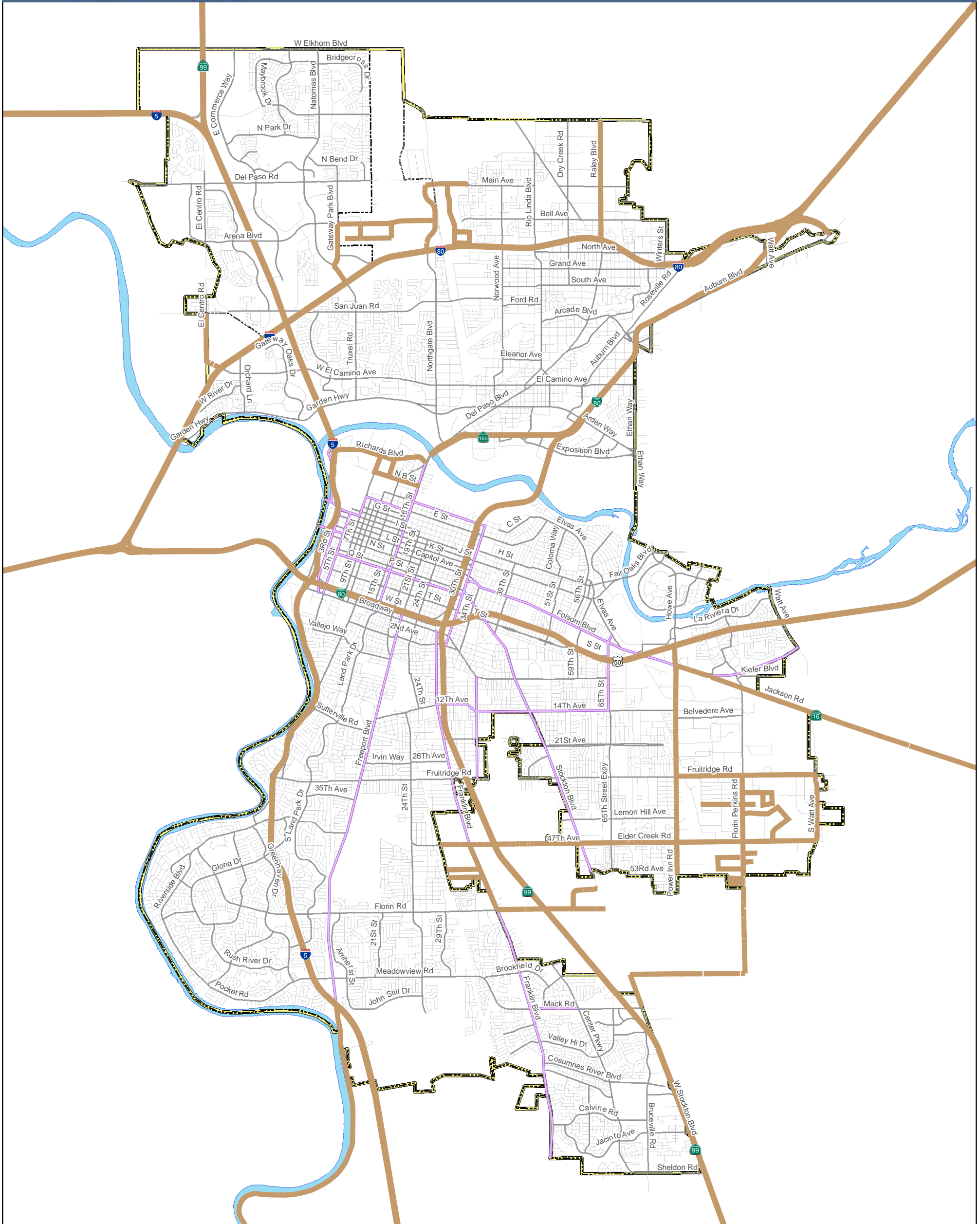
1. AADT = 2011 Average annual daily traffic volumes.

Source: Average Annual Daily Truck Traffic on the California State Highway System, Caltrans, 2011 (pages 24, 128, 92, 157, 94)

Seven City streets were identified as STAA truck routes by a 2002 City Council resolution:

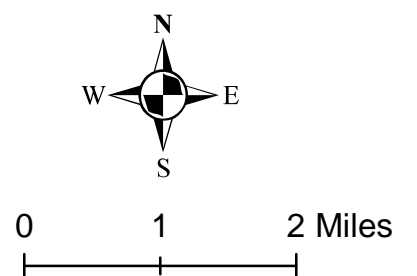
- Elder Creek Road & 47th Avenue (Steiner Drive - South Watt Avenue)
- Fruitridge Road (Power Inn Road – South Watt Avenue)
- Gateway Park Drive (Truxel Road – North market Boulevard)
- Power Inn Road (US 50 – Junipero Street)
- Raley Boulevard (I-80 – Ascot Avenue)
- South Watt Avenue (Elder Creek Road – 200’ north of District Court)
- Truxel Road (I-80 and Gateway Park Drive)

The designation of roadways as STAA routes promotes their use by larger trucks and connects key industrial facilities in the city to the State and Federal system. In addition to the streets designated as STAA routes, the City identified 31 streets (plus one-way streets) as truck routes in a 1983 resolution. Those streets are shown on Figure 3-3. Designation as a truck route means that trucks are allowed to use those roadways for “through” trips. Unless explicitly prohibited by local ordinance, the California Vehicle Code allows trucks on all streets if they are along a reasonable route to the intended destination.



Legend

- City Truck Routes
- STAA Truck Routes
- City Limits
- Waterways



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Traffic Safety

For general plan purposes, the City addresses traffic safety by using roadway design standards. These standards minimize safety problems by ensuring a consistent drive experience when it comes to using the City's roadways. The City's standards consider national and state design standards including the American Associate of State Highway Officials *A Policy on Geometric Design of Highways and Streets*, the Caltrans *Highway Design Manual*, and the *California Manual on Uniform Traffic Control Devices*.

The City ensures that all new roadways are built according to current design standards. As the City's standards have evolved over time, many city roadways were built prior to the adoption of the existing standards. Therefore, some streets do not meet current design standards. During scheduled maintenance of City roadways, targeted improvements are made to non-standard roadway segments as funding allows. As development occurs in these areas, roadways are also improved to meet current standards. This practice is expected to continue into the future.

Neighborhood Traffic Management Program (NTMP)

The City developed the NTMP to promote safety on local streets and improve the quality of life in the city's neighborhoods. The objectives of the NTMP are to improve driver awareness and behavior, reduce traffic volumes and travel speeds, and enhance the environment of the neighborhood. The NTMP creates a partnership between the residents of the neighborhood and City Public Works staff. Residents provide insight into the challenges and issues facing their neighborhood roadways and City staff present a variety of traffic calming solutions to meet the neighborhoods needs. Traffic calming plans developed through the NTMP are voted on by the residents of the neighborhood prior to implementation. There are two phases of this process – Phase I involves less restrictive modifications such as the installation of high visibility speed limit signs, striping of bike lanes, and the installation of speed humps. Phase II involves more restrictive measures including half- and full-street closures, diverters, and one-way/two-way street conversions. Phase II modifications are implemented if the Phase I modifications do not adequately address neighborhood concerns.

The NTMP has three major components:

1. Education: City staff informs neighbors of traffic calming tools available to address specific concerns, such as travel speeds, cut-through traffic, etc.
2. Engineering: A traffic calming plan is developed and implemented based on neighborhood input and engineering principles.
3. Enforcement: Improvements are enforced by police and parking services.

The NTMP's goal is to serve eight to twelve neighborhoods per year with one or more neighborhoods being selected from each council district. Residents submit a community action request form to the City and the program is initiated in the order the applications are received. The NTMP is funded by the gas and transportation sales tax. The City has implemented traffic calming plans for 109 neighborhoods as part of the NTMP and approximately 13 neighborhoods are currently (2012) involved in the process. A complete list of neighborhoods that have completed the process, are currently (2012) engaged in the process, or are scheduled to participate in the future can be found on the City's web site under Traffic Engineering.

Emergency Service Routes

The City Public Works Department works closely with the Fire Department to determine emergency response routes for projects that may impact emergency response travel times. Traffic calming is the most common type of project on which the Public Works Department works with the Fire Department. The City does not place speed humps on streets that are identified as emergency response routes. Speeds lumps (humps with cut-outs for wheel base of larger vehicles) have been approved by the Fire Department on a case-by-case basis along response routes.

Regulatory Context

Federal

There are thousands of Federal laws and regulations related to goods movement, homeland security, street maintenance, traffic safety, and transportation funding. The following legislation established the framework for transportation planning at the federal level: Moving Ahead for Progress in the 21st Century (MAP-21) approved in 2012.

State

The California Transportation Plan (CTP) for 2025, developed by Caltrans, provides broad system concepts, strategies, and performance measures for the State facilities (all modes).

Caltrans' Route Concept Reports identify long-range improvements for specific State highway corridors and establish the concept or desired LOS for specific segments. Long-range improvements are identified to improve the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts. As previously discussed, nearly all freeway segments within the City have a concept LOS F, with the exception of I-5 west of the I-5/SR 99 interchange (LOS D) and SR 99 north of this interchange (LOS E).

Since 2005, the State of California has adopted the following pieces of legislation with major implications for transportation planning, in addition to an executive order issued by the Office of the Governor:

- **Executive Order S-03-05 (2005):** Establishes state agency climate action team, and directs GHG emission reductions as priority
- **AB 32 (2006):** Required California Air Resources Board (CARB) to identify sector-specific measures to reduce GHG emissions.
- **SB 97 (2007):** Required Office of Planning & Research (OPR) to adopt CEQA greenhouse gas (GHG)/climate change guidelines.
- **SB 375 (2008):** Required MPOs to develop sustainable community strategies to achieve AB 32 GHG reduction targets established through the regional targets advisory committee and provides potential CEQA relief for select development projects. SACOG adopted their SCS in May 2012.

- **AB 1358 (2008):** Required the legislative body of a city or county, upon revision of the circulation element of their general plan (after January 1, 2011), to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.
- **SB 226 (2011):** Required Office of Planning & Research (OPR) to modify the CEQA Guidelines to set forth a streamlined review process for infill projects.

Regional

SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan (MTP)/SCS and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2035 MTP/SCS was adopted by the SACOG board in 2012.

SACOG is also responsible for the oversight and distribution of most Federal and State transportation funding, and develops the air quality plans and compliance measures, which incorporate mobile (vehicular) pollution sources.

The Sacramento Transportation Authority is responsible for administering the original Measure A half-cent sales tax and its recent extension.

Local

The Mobility Element of the City of Sacramento's 2030 General Plan contains goals and policies related to the City's roadway network.

Section 15 of the City's Design and Procedures Manual (2009) contains street design standards for City roadways.

The Sacramento Climate Action Plan (2011) sets forth locally-based strategies, measures, and actions to reduce GHG emissions within the City. The plan includes transportation-focused strategies related to mobility and connectivity within the City, as well as to the relationship between transportation infrastructure and sustainable land use practices.

Many of the arterials and collectors within the city continue into adjacent jurisdictions (West Sacramento, Sutter County, Sacramento County, etc.). These agencies control the size and function of the roadway within their boundaries, and land uses within these bordering jurisdictions generate traffic on the city's roadways.

3.2 Transit Services

Introduction

A wide range of transit services are provided in the city. Transit services include public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also provided throughout the city to facilitate ridesharing and automobile access to the regional transit system, and carpooling. According to the US Census Bureau's 2007-2011 American Community Survey, 3.7 percent of commuters take transit to work in the City of Sacramento, which is lower than the state average of 5.1 percent.

Existing Conditions

Local, regional and interregional transit services within the City are described below.

Local Service

The Sacramento Regional Transit (RT) District provides local bus and light rail service within the city of Sacramento and the greater Sacramento Region, an area of 418 square miles. The agency aims to “promote and enhance regional mobility and serve the public by providing quality transit services and solutions that improve the overall quality of life in the Sacramento region,” and to “improve the efficiency and effectiveness of the current RT system while positioning the agency to sustainably meet future transit demand” within the region (RT 2004)). The eight-member RT Board of Directors, made up of local and county elected officials – is charged with implementing this vision and oversees the agency's \$134.3 million operating FY 2013 budget and its \$153.2 million FY 2013 budget for capital improvements.¹

Transit Fleet

The RT transit vehicle fleet currently (2012) includes 212 compressed natural gas-powered buses and 27 shuttle vans (six vans are powered by compressed natural gas, four are hybrid, and 17 run on diesel) (RT 2012a; RT 2012b). During peak periods, 145 RT buses and 13 shuttle vans are in service, while only 121 buses and six shuttle vans operate during off-peak periods.

To provide peak-period light rail service, 61 vehicles are required. During the off-peak period, 31 light-rail vehicles are required.

Bus and Shuttle Service

RT operates 68 bus routes, including 38 regular all-day routes, 19 peak-period-only routes and 11 Community Bus Service routes. Three of the Community Buses, referred to as Neighborhood Ride services, deviate from published routes on demand.²

1 Operating and capital budgets are beginning to rebound after declining since FY 2008.

2 This so-called Neighborhood Ride service is designed to curb rising paratransit costs, serve the geographically dispersed aging population, and meet demand from business parks and transportation management associations.

Fixed-route bus routes reach 3,200 bus stops, 15 percent of which have covered bus shelters (RT 2012b). Eight bus-only transfer centers accommodate transfers between routes, while 25 transit centers facilitate transfers between bus routes and intermodal transfers to and from RT Light Rail lines.

Light Rail Service

To provide high-frequency, high-capacity transit service, RT operates a 38.5-mile light rail transit system on three lines with 48 stops and 97 light rail vehicles (RT 2012a). Figure 3-4 shows the alignment and location of stations for RT's Blue, Gold, and Green Light Rail Lines, the location of RT-operated Park and Ride lots, and the roadways in the General Plan Policy Area that are served by RT bus routes. Riders can travel along the Blue Line to the north-east through the Arden/Del Paso area to the I-80/Watt Avenue light rail station, and to the south through South Sacramento and past Sacramento City College to the Meadowview station. Riders can travel along the Gold Line from the Sacramento Valley station in Downtown Sacramento to the east through East Sacramento and past California State University at Sacramento (CSUS) to the City of Folsom. The Green Line runs through north downtown to Township 9, Natomas, and is projected eventually to reach Sacramento International Airport.

Span and Frequency of Bus and Light Rail Services

RT provides transit service 365 days a year. Buses operate from 4:38 AM to 9:46 PM, with service every 12 to 75 minutes, depending on the route, day, and time of day. Light rail service operates daily, beginning on weekdays at 4:00 AM, with service at 15-minute intervals throughout the day and every 30 minutes in the evening. On weekdays, trains operate until 1:00 AM on the Blue Line, until 12:00 AM on the Gold Line between Sacramento Valley Station and Sunrise Station, and until 7:00 PM from Sunrise Station to the terminus at Historic Folsom and until 9:00 PM on the Green Line.

Service for Patrons with Limited Mobility

Although RT bus and light rail services are accessible to the disabled community, the agency also provides door-to-door service for patrons unable to travel on fixed-route bus and light rail lines, as required by the Americans with Disabilities Act (ADA). In FY 2012, RT provided over 340,000 ADA paratransit trips with 109 shuttle vehicles (RT 2012a). RT has contracted with Paratransit, Inc. to provide this essential service for over 30 years.

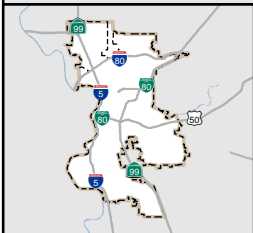
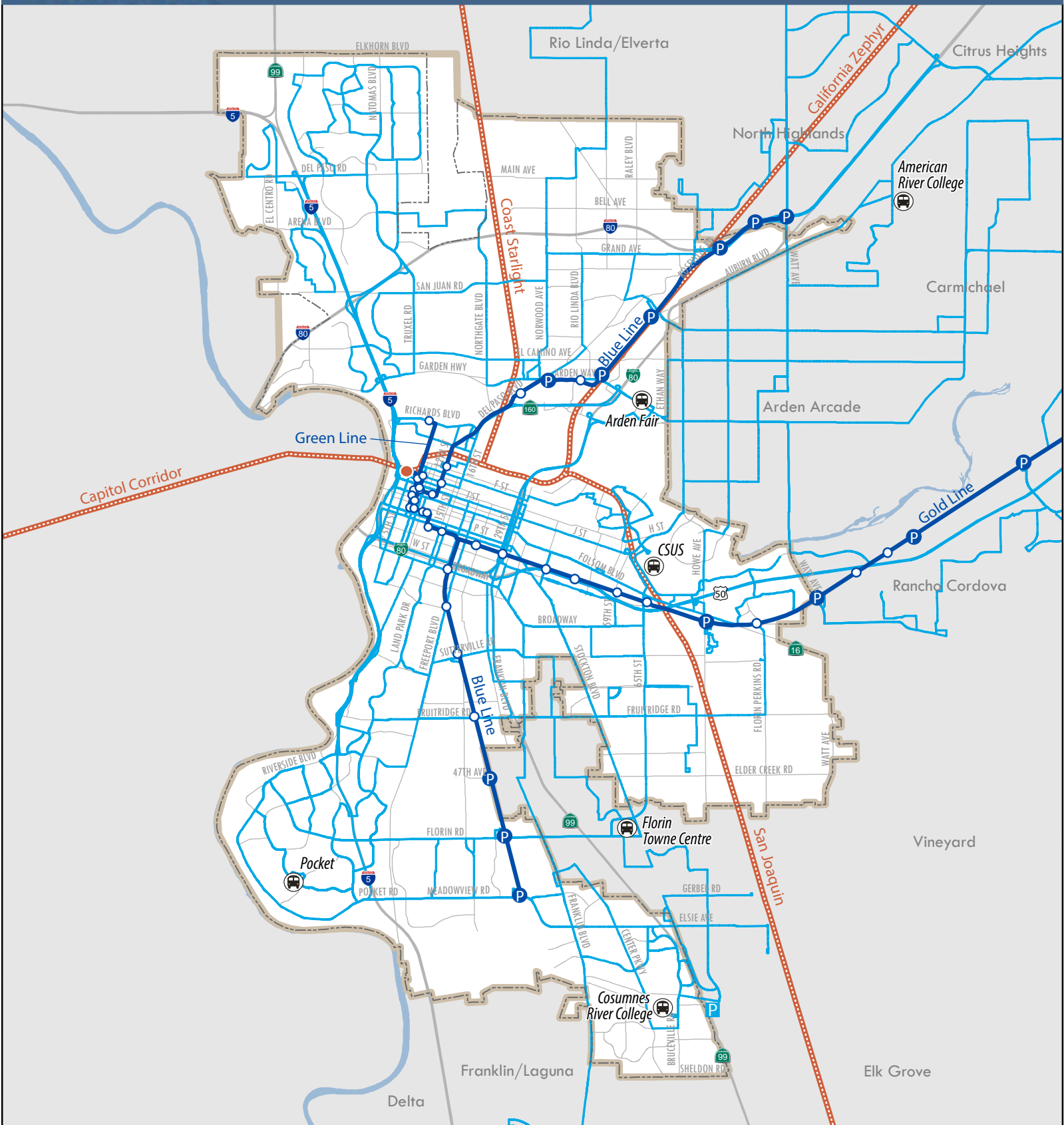
Ridership

- From September through November of 2012, RT bus lines served an average of 52,311 passenger trips per weekday, and 19,293 passenger trips per Saturday (RT 2012b).³
- During FY2012, average weekday boardings at RT Light Rail Stations were 46,998 per day. This represents an increase from FY2011, with 7 percent growth in boardings on the Gold Line and a 13 percent increase in boardings on the Blue Line during the same period (RT 2012c).

³ Calculated from documentation of average weekday bus ridership by line for the period 09/02/12 to 11/30/12.

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Figure 3.4 Existing Transit System



Light Rail	Transit Centers	Highways
Stations (Park-and-Ride)	Amtrak	Major Roads
Stations (No Parking)	Amtrak Station	City Limits
Bus Routes		Policy Area
Park-and-Ride		Waterways

Data Source: City of Sacramento, 2012;

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Planned Improvements

RT's top priority for future service provision is to increase service hours to pre-2010 service levels by 2017 (RT 2012c). In addition, RT plans the following improvements to its light rail system:

- Installation of double track on segments of the Gold and Blue Lines to improve operational flexibility, schedule reliability, and system safety.
- Signal improvements on the Gold Line.
- The South Sacramento Corridor Phase 2 Project would extend light rail service on the Blue Line from the existing terminus at Meadowview station, for a distance of approximately 4.3 miles, to the intersection of Calvine Road and Auberry Drive. Four new stations are planned at: Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College. Service is expected to begin in 2015.
- The planned Green Line to the Airport Project would extend service from Downtown Sacramento through Natomas to the Sacramento International Airport. The project is approximately 13 miles in length and would have a total of 13 stations.

In 2012, the City of Sacramento completed the Sacramento Streetcar Planning Study (City of Sacramento 2012). The Study defines:

- A recommended streetcar network in the area bounded by the Sacramento River on the west, H Street on the north, Broadway on the south and the Union Pacific Railroad on the east.
- An initial starter line connecting the Sacramento Convention Center and adjacent hotels with the K-Street Mall, the Sacramento Valley Station/Intermodal Terminal, the planned Entertainment and Sports Complex (ESC), Old Sacramento and the City of West Sacramento.
- Additional routes in areas planned for major development, including:
 - The Railyards
 - River District
 - Arden Mall/Cal Expo

Regional Service

Greyhound provides commercial bus service, with connections to over 3,800 service destinations in North America. In July 2011, a new LEED-certified Greyhound bus terminal opened on Richards Boulevard north of Downtown Sacramento. The terminal is open 24-hours a day and houses an on-site restaurant, passenger waiting areas, and ticketing facilities.

In addition, a new private city-to-city express bus service, Megabus, began operations in December, 2012 from Sacramento to Los Angeles, San Francisco, Oakland, Riverside, and San Jose as well as Las Vegas, Reno, and Sparks, Nevada.

As shown in Table 3-9, Amtrak provides interregional and interstate passenger train service to a station in Downtown Sacramento on I Street. The station is open seven days a week from 4:15 AM until 11:59 PM for ticket sales and baggage service. Amtrak offers interregional and interstate service via the following lines and service levels:

<i>Route</i>	<i>Service</i>
California Zephyr (San Francisco, Sacramento, Denver, Chicago)	1 trip/day
Coast Starlight (Seattle, Portland, Sacramento, San Francisco, Los Angeles)	1 trip/day
San Joaquin (San Francisco, Sacramento, Bakersfield)	12 trips/day
Capitol Corridor (Sacramento, Bay Area)	16 trips/weekday 11 trips/weekend

Source: Amtrak. 2013. Capitol Corridor Schedule, Effective Jan. 14, 2013, <http://www.amtrak.com/ccurl/656/659/Capitol-Corridor-Schedule-011413.pdf>, Accessed on Jan. 31, 2013; Amtrak. 2013. Coast Starlight Schedule, Effective Jan. 14, 2013, <http://www.amtrak.com/ccurl/608/261/Coast-Starlight-Schedule-011413.pdf>, Accessed on Jan. 31, 2013; Amtrak. 2013c San Joaquin Schedule, Effective Jan. 14, 2013, <http://www.amtrak.com/ccurl/619/580/San-Joaquin-Schedule-011413.pdf>, Accessed on Jan. 31, 2013.

The Capitol Corridor is the busiest line serving Sacramento, with 16 roundtrips to destinations in the San Francisco Bay Area each weekday and 11 roundtrips on Saturday and Sunday. The Capitol Corridor is an intercity passenger train service, operated by Amtrak that provides service along a 170-mile rail corridor between San Jose, Oakland, Richmond, Sacramento and Placer County.⁴ The Capitol Corridor Joint Powers Authority (CCJPA) is a partnership of six local transit agencies in the eight-county service area that shares the administration and management of the Capitol Corridor. The San Francisco Bay Area Rapid Transit District (BART) provides day-to-day management support to the CCJPA along with the partners who help deliver the Capitol Corridor service. , Capitol Corridor trains carried over 1.7 million passengers annually since FY 2010 (CCJPA 2011). It's 95 percent on-time performance makes this corridor the best performing service in the Amtrak system. Since 1998, service levels have increased by 300 percent from 8 to 32 daily trains on weekdays. During the same period, ridership has increased from 460,000 to 1.7 million and corridor revenue has increased by 335 percent to \$27.2 million (CCJPA 2011).

Planned Improvements

Sacramento's downtown historic train depot (Sacramento Valley Station) is being transformed into an intermodal transportation hub to serve all modes of travel to and from the station: passenger train, light rail, bus, taxi, rental car and bicycle. The site was once the western terminus for the transcontinental railroad and has been part of major railroad holdings in downtown Sacramento since the mid-19th century. The project is anticipated to occur in three stages:

- Phase 1 (Completed February 2013) - Resulted in passenger and freight railroad tracks being moved 500 feet north to accommodate longer passenger trains, more efficient rail travel, a safer means of crossing the railroad tracks and connections to the downtown with the Railyards property. New facilities included passenger platforms and canopied walkways, electronic

⁴ Amtrak Thruway Buses provide direct transfers to San Francisco from the Capitol Corridor Station in Emeryville

information systems, landscaping and other amenities. The phase also included construction of three tunnels under the realigned tracks - the Central Passenger Tunnel, the Service Tunnel, and the West Tunnel. The depot will also receive basic structural upgrades and code improvements, including seismic retrofit work, installation of fire sprinklers and detection systems and accessibility improvements.

- Phase 2 – Involves several enhancements including upgraded building systems, improving existing windows, facades and signage, repairing drainage, leaks, settlement, pile caps, rehabilitating historic features, and increasing usable interior area by 40 percent by enabling several features - introducing retail use and amenities and opening up the upper floors, reducing distances traversed to make transportation connections, adding bicycle facilities and other transportation uses, building rehabilitation, and adding outdoor spaces and connections.
- Phase 3 – Completes the transformation into a multimodal regional transportation district by enabling state-of-the-art operations and expansion for multiple modes in a district within close range of each other, improving mobility for passengers, creating a destination facility, offering new transit services and alternative modes of travel, enhancing a historic landmark, becoming a catalyst for redevelopment, and improving traffic congestion, air quality and supporting sustainable practices.

Park-and-Ride Lots

Park-and-ride lots enable commuters to access the regional public transit system by automobile, or to form carpools with other drivers. RT operates 18 park-and-ride lots with a total of 7,379 parking stalls (RT 2012d). Parking is available free of charge at 12 of the lots. In 2010, RT began charging \$1 per day, or \$15 per month for parking at six park-and-ride lots, including four located in the city of Sacramento. The largest park-and-ride lots charge \$1 per day and are located along the I-80/Watt Avenue LRT line at Roseville Road (1,090 parking spaces) and along the LRT South line at Florin Road (1,080 parking spaces). Caltrans operates additional park-and-ride lots at locations across the Sacramento Region, including along SR 99 at Sheldon Road, Elkhorn Boulevard, Calvine Road, and at the Caltrans maintenance yard in Elk Grove.

Regulatory Context

Federal and State

- The Federal Transit Act, approved in 1976, provides policy and guidance for Federal involvement in public transit.
- The State's recently developed California Transportation Plan (CTP) 2025 (State of California 2006), and the associated CTP 2030, Addendum to the CTP 2025 for Compliance with SAFETEA-LU Compliance (State of California 2007) provide guidance on inter-regional transit issues including coordination with planning and implementation of heavy rail and high-speed rail services.

- The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each Metropolitan Planning Organization in the state, including the Sacramento Council of Governments (SACOG), to develop a Sustainable Communities Strategy (SCS) that integrates planning for transportation – including public transit – with land use and housing policies to ensure achievement of transportation-related greenhouse gas emissions reduction targets established by the California Air Resources Board (CARB).

Local

The development of local and regional transit facilities, provision of transit services, and related policies are guided by the vision, goals, and strategies articulated in the following plans:

- Sacramento Regional Transit District Draft Short Range Transit Plan FY 2012-2022 (Sacramento Regional Transit District 2012). This plan identifies immediate actions to meet near-term needs in a fiscally constrained environment.
- TransitAction: Sacramento Regional Transit Master Plan (Sacramento Regional Transit District 2009). This Plan identifies the vision, goals, and strategies necessary to meet the region’s long-term transit needs.
- Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (SACOG 2012).
- Sacramento Regional Transit District Strategic Plan 2004-2009 (Sacramento Regional Transit District 2005)
- City of Sacramento Climate Action Plan (City of Sacramento 2012), Adopted February 14, 2012. This plan establishes City targets for the reduction of greenhouse gas (GHG) emissions in the City of Sacramento to 38% below 2005 levels by 2030 – the time horizon for this update to the Sacramento General Plan. The CAP details strategies, and specific actions the City can take to reduce emissions and avoid or mitigate the effects of climate change, including the following transportation-related measures (Strategy 2 – Mobility and Connectivity), which are projected to contribute to 8% of the total reduction in GHG emissions necessary for the City to meet its interim targets by 2020:
 1. Multi-modal travel options: Includes expanded public transit facilities and services, and improves access to existing transit increasing overall transit ridership.
 2. Improved pedestrian environment: Improves access to transit.
 3. Increased transit mode share
 4. Low-emission vehicles: May include upgrading public transit fleet to reduce emissions.
 5. Connected transportation system: Includes improving connections to and within the regional transit system and between transit and other modes of transportation.
 6. Transportation Demand Management (TDM): Includes incentives, policies and other programs that encourage utilization of public transit.

3.3 Bikeways

Introduction

The City adopted the 2010 Sacramento City/County Bikeway Master Plan in 1995. The plan identifies existing and planned bicycle trails and routes within the city. The primary purpose of the bikeway master plan is to identify the recreational and commute needs of bicyclists and to promote bicycling as an alternative form of transportation. The plan also presents the appropriate design features of bikeways, such as signs and markings, and promotes bicycle safety and education programs. The primary goal of the bikeway improvements proposed in the City's Bikeway Master Plan is to increase bicycle ridership for work and non-work trips.

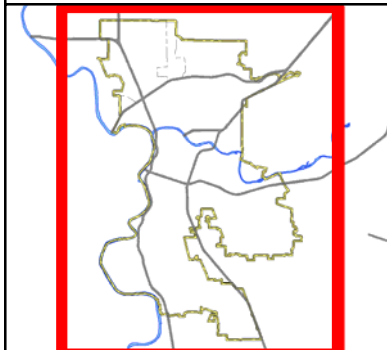
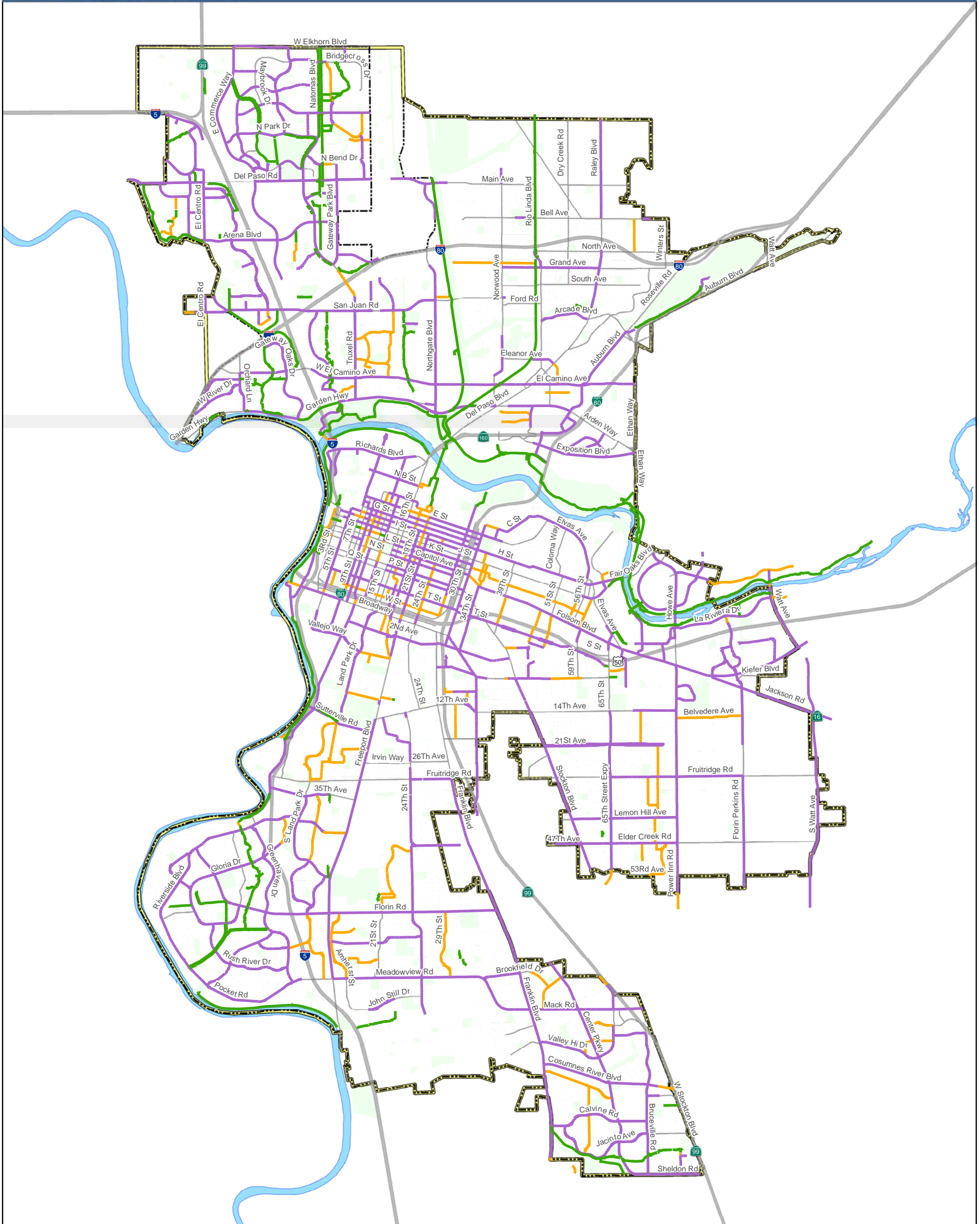
Existing Conditions

Bikeways are classified according to the following three types:

- Class I—off-street bike paths
- Class II—on-street bike lanes marked by pavement striping and signage
- Class III—on-street bike routes that share the road with motorized vehicles

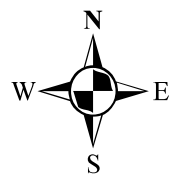
Existing and proposed bicycle facilities within the city are displayed in Figure 3-5. As shown, many roadways within the city contain on-street bike lanes (Class II) or are signed as a bicycle route (Class III).

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Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- City Limits
- Waterways



0 1 2 Miles



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The American River Bike Trail is a Class I bicycle facility between Discovery Park in Sacramento and the city of Folsom. The bicycle path is approximately 30 miles long and follows the American River. The path serves weekday bicyclists commuting to work and weekend recreational users.

Regulatory Context

Federal and State

There are no Federal or State regulations relevant development of the General Plan policy relating to bikeways.

Local

The City of Sacramento's 2030 General Plan contains goals and policies related to bikeways.

The City/County Bicycle Master Plan contains goals and policies related to the planning, operation, and design of bicycle facilities.

3.4 Pedestrian Facilities

Introduction

The City adopted a Pedestrian Master Plan in 2006. This document complements prior City documents and programs such as the Pedestrian Safety Guidelines and the Neighborhood Traffic Management Program. In California, 2.8 percent of commuters walk to work (U.S. Census Bureau, 2007-2011 American Community Survey). In Sacramento, 3.1 percent of commuters walk to work, which is greater than the state average, and an increase from 2.7 percent reported by the 2000 U.S. Census.

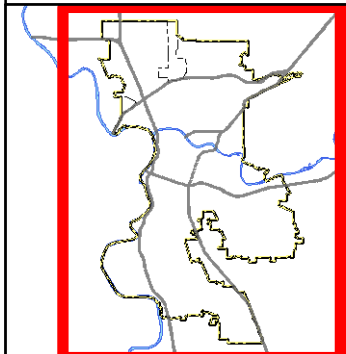
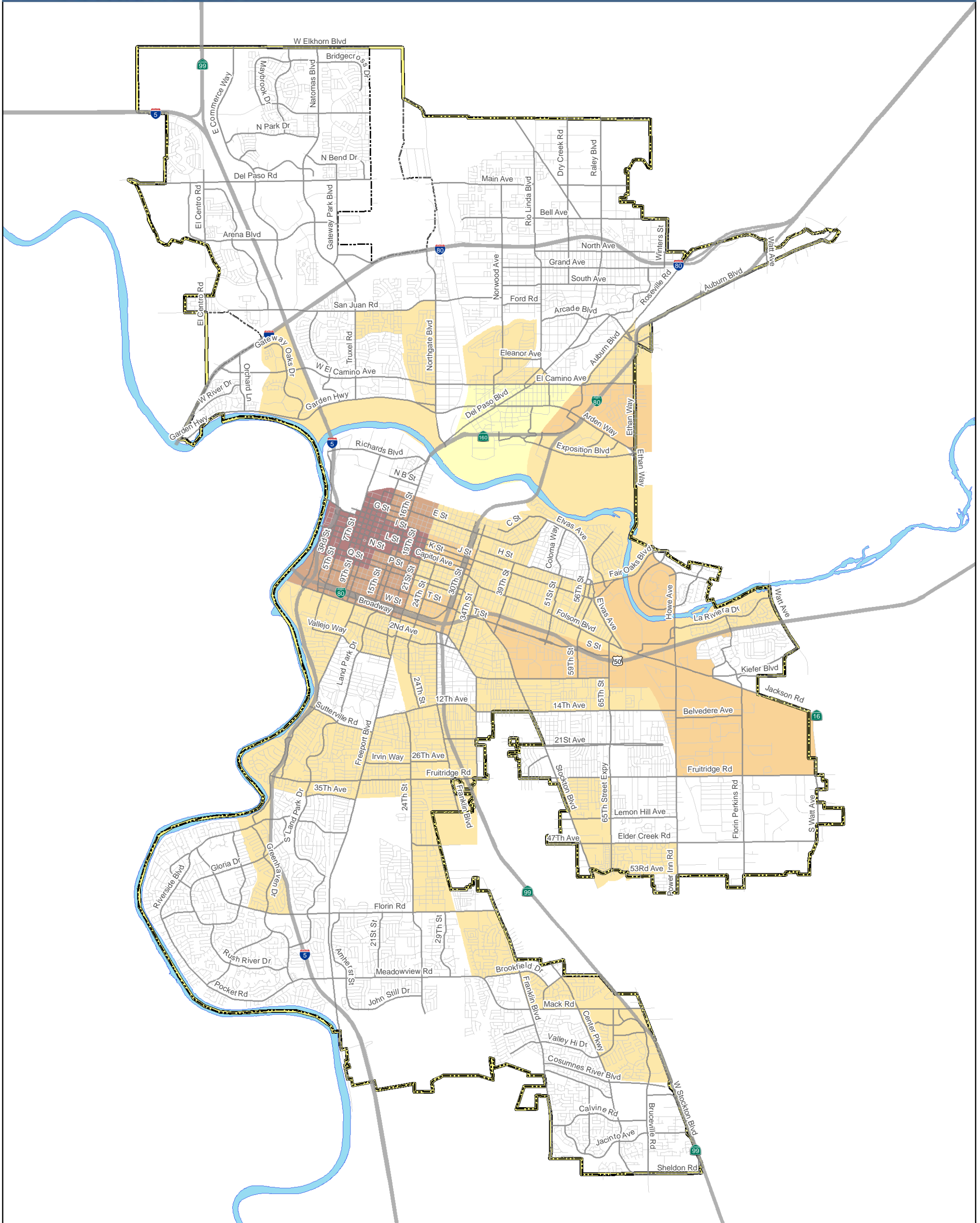
Walking travel in Sacramento varies greatly by neighborhood. As shown in Figure 3-6, neighborhoods with the highest percentages of commuters who walk to work are located in the Central City, and neighborhoods with the lowest percentages of residents who walk to work are generally within the northern-most and southern-most portions of the city. Many factors help explain these differences, including the fact that the Central City has a dense system of gridded streets, and residential land uses located near retail and employment land uses.

Pedestrian travel is of prime importance to the City, and pedestrian facilities, such as enhanced crosswalks and pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements are continuously being implemented in the City.

Existing Conditions

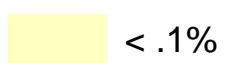


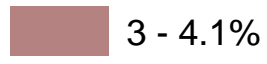
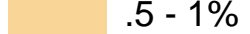
The City has implemented community programs and adopted guidelines over the past several years to enhance the pedestrian environment within Sacramento as described below.

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Legend

Percent Commuters Walking

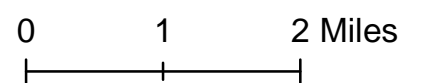
	< .1%		1 - 3%
	.1 - .5%		3 - 4.1%
	.5 - 1%		

 City Limits

 Waterways



0 1 2 Miles



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The City's Neighborhood Traffic Management Program (NTMP) was adopted in 1995 and strives to improve neighborhood livability by slowing vehicles and creating a more desirable pedestrian environment. In 2002, the City adopted Traffic Calming Guidelines to be used by City staff when reviewing proposed development projects. The guidelines are also used through the NTMP to educate residents of potential traffic calming devices. The City adopted the Pedestrian Safety Guidelines in 2003 to provide design guidelines on the current best practices for pedestrian facilities, to promote the enhancement of existing facilities, and to ensure that new developments provide a pedestrian friendly environment. In 2004, the City adopted Pedestrian Friendly Street Standards. The new roadway standards include narrower vehicle travel lanes and enhanced sidewalks to promote pedestrian travel within the city. The City adopted a Pedestrian Master Plan, in 2006, that documents existing pedestrian infrastructure and establishes an implementation program for pedestrian improvement projects. The plan also presents LOS criteria for pedestrian facilities and design standards.

To ensure that pedestrian facilities comply with ADA standards, the City adopted a Transition Plan. The plan identifies physical improvements needed to provide access to services and activities for disabled users. The plan also contains a schedule for improving curb ramps at intersections in the city to meet ADA standards. The City provides \$5 million in funding for curb ramp improvements each year. This funding allows the City to construct 1,500 curb ramps each year that meet ADA standards.

To promote safety for children walking to and from school, the City has constructed several pedestrian infrastructure improvement projects through the Safe Routes to School program, and implemented "Kids X-ing," which provides crossing guards at 35 elementary schools in the city through a five-year Federal grant.

Regulatory Context

Federal and State

The Americans with Disabilities Act (ADA) establishes requirements to accommodate disabled persons in all settings, including transportation facilities. These requirements include maximum sidewalk grades, minimum sidewalk widths, curb cut locations, and number/location of accessible parking facilities.

Local

The City of Sacramento's 2030 General Plan contains goals and policies related to pedestrian facilities.

The City of Sacramento has adopted several local policies to enhance pedestrian safety and comfort. These documents are identified earlier in this chapter and include the Pedestrian Master Plan, Pedestrian Safety Guidelines, and Traffic Calming Guidelines.

3.5 Aviation Facilities

Introduction

Six airports that serve both military and civilian operations are located in or close to the city of Sacramento. Executive Airport in south Sacramento is the only facility located within the city limits.

Existing Conditions

The Sacramento County Airport System oversees four airports: Executive Airport, Sacramento International, Mather Airport, and Franklin Field. Rio Linda Airport is not part of the Sacramento County Airport System; McClellan Airfield, although managed by the County Airport System is under the County's Department of Economic Development and Intergovernmental Affairs. A brief summary of physical and operational conditions at each airport is provided below. Figure 3-7 identifies airport locations.

Executive Airport is owned by the City and located on Freeport Boulevard in South Sacramento. It has three runways; the largest runway is 5,503 feet long and 150 feet wide. About 365 aircraft are based at the field, 280 are single-engine and 70 are multi-engine airplanes. Executive Airport serves transient general aviation, local general aviation, air taxi, and limited military purposes.

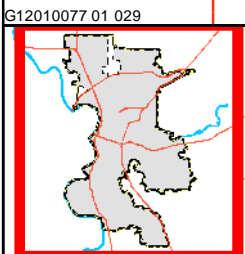
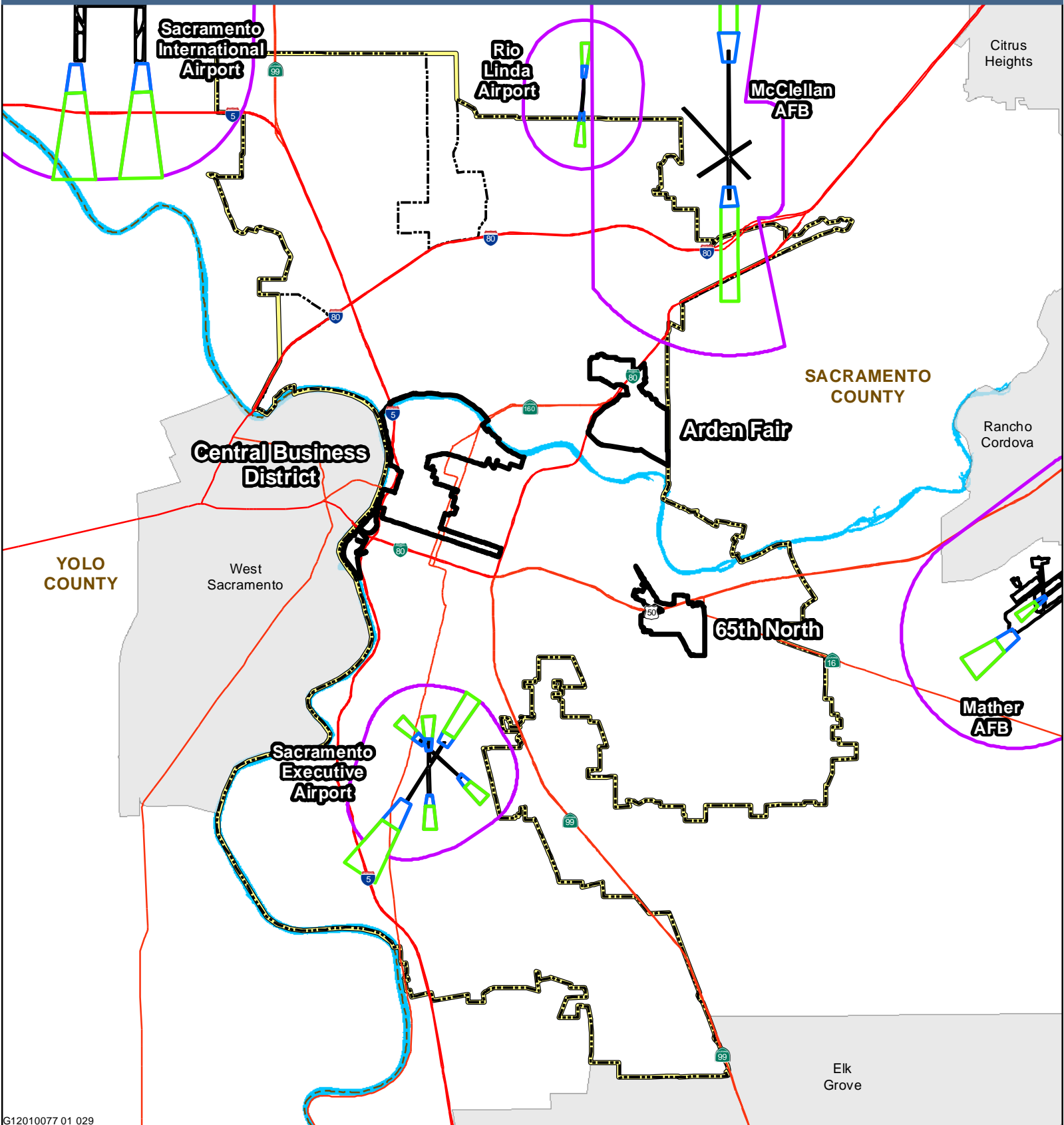
Sacramento International, located 10 miles northwest of Downtown Sacramento, is owned by Sacramento County and has two runways. The longest runway is 8,601 feet long and 150 feet wide. Sacramento International serves commercial, local general aviation, air taxi, and limited military purposes.

Sacramento County completed a 20-year Master Plan for Sacramento International. As stated in the Master Plan, passenger activity at the airport grew at an average rate of 6.4 percent per year between 1980 and 1999. From 2000 to 2020, passenger traffic is expected to grow by 3.5 percent per year. To accommodate the projected growth, the Master Plan identifies the following key improvements:

- Extend existing runway to 11,000 feet and construct a new runway (8,600 feet)
- Construct new passenger terminal (replace existing Terminal B)
- Improve the airport's roadway/circulation system

With the exception of the runway extension to 11,000 feet, all of the above major improvements have now been completed.

Mather Airport is located 10 miles east of Sacramento and has two runways. The longest runway is 11,301 feet long and 150 feet wide. About 152 aircraft are based at the airport; 35 single-engine, 36 multi-engine, and three jet-engine airplanes, 37 helicopters, and 41 military aircraft. Mather Airport serves local general aviation, air taxi, transient general aviation, commercial, and military purposes.



Legend

Tier 1 Priority Investment Areas	Overflight Zone	Policy Area
Airports	Highways	City Limits
Approach/Departure Zone	Clear Zone	County Boundary
	Waterways	

N
W E
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 0 1 2 Miles
 Data Source: City of Sacramento, 2012

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McClellan Airfield, located six miles northeast of Sacramento, is owned by Sacramento County and has one runway 10,600 feet long and 200 feet wide. The airfield has about 84 aircraft with 3 single-engine, 54 multi-engine, and 19 jet-engine airplanes, 4 helicopters, and 4 military aircraft. McClellan Airfield serves air taxi purposes, military, transient general aviation, and limited local general aviation purposes.

Rio Linda Airport is privately owned and is located one mile south of Rio Linda. It has one runway approximately 2,625 feet long and 42 feet wide. A total of 163 aircraft are based at the airport, with most being single-engine planes. Rio Linda Airport serves local general aviation and transient general aviation purposes.

Franklin Field is currently a public use airport owned and operated by Sacramento County. The facility is considered an uncontrolled airport since it does not have an air traffic control tower or personnel. There are approximately 36,000 operations each year at Franklin Field, including flight training. The airport was acquired by the County of Sacramento in 1947 from the federal government under the Surplus Property Act of 1944 and was the former site of bomber training during World War II.

Regulatory Context

Federal and State

There are no Federal or State regulations relevant to the development General Plan policy relating to airports.

Local

The City of Sacramento's 2030 General Plan contains goals and policies related to airports.

3.6 Waterway Facilities

Introduction

Waterways within the city serve as recreational facilities and as a means to transport goods. The Sacramento River and American River are used by city residents and tourists for recreation and are vital parts of the community. The Port of Sacramento, located just west of the City Limits, imports and exports goods into the city and region.

Existing Conditions

Waterways within the city serve as recreational facilities and as a means to transport goods. The Sacramento and American rivers are used by city residents and tourists for recreational use and are vital parts of the community.

The Port of Sacramento is located in West Sacramento in the southeast part of Yolo County and across the river from Downtown Sacramento. The facility is operated by the Port Authority, which consists of the city of Sacramento, Sacramento County, city of West Sacramento, and Yolo County. Facilities and terminals located at the port include five docking bays (each 600 feet long), a Union Pacific rail yard that services the port, and commodity handling facilities, including bulk rice and bulk grain elevators, bulk commodities bagging facility, and dry bulk cargo warehousing.

Within the City of Sacramento, the Sacramento Marina located in Miller Park on the Sacramento River provides berths for 475 vessels (City of Sacramento n.d., p. 2). This marina is owned and operated by the City.

Regulatory Context

Federal and State

The Sacramento and American Rivers are designated as navigable waterways according to the U.S. Army Corps of Engineers as follows (USACE 2013):

- American River – mouth to Bradshaw Road
- Sacramento River – full length through the City of Sacramento

These designations influence the construction of new crossings of the rivers such that new crossings must be at least as high as existing downstream bridges.

Local

The City of Sacramento's 2030 General Plan contains goals and policies related to waterways.

3.7 Railways

Existing Conditions

The city is served by the Union Pacific Railroad (UPRR) freight trains. The UPRR serves 23 states in the western portion of the United States and is the largest North American railroad company. Transported commodities include chemicals, coal, food and food products, truck trailers and containers, forest products, grain and grain products, metals and minerals, and automobiles and parts. UPRR operates a railroad line that provides services within the Port of Sacramento.

UPRR also operates two railroad lines within the city in both the north-south and east-west directions. Through Downtown Sacramento the railroad operates at-grade and impedes vehicle traffic flows through the area. Over 20 at-grade crossings are located throughout the city. Long freight trains can impact traffic operations on city streets, especially during peak commute hours.

Railway passenger services are discussed under Section 3.2, Transit Services. Figure 3-8 displays freight and passenger railways located within the City.

Proposed High-Speed Rail

The California High-Speed Rail Authority has proposed a 110 mile long Sacramento to Merced high-speed rail link as part of the second phase of the proposed statewide high-speed rail network. Planning for this segment is underway in the form of an Alternatives Analysis. The Sacramento Valley Station in Downtown Sacramento would serve as the system's northern terminus, and as the only station located within the City. The most recent projections released by the High-Speed Rail Authority estimate that this station would be served by 57 daily high-speed trains, and would handle approximately 19,000 daily boardings (California High-Speed Rail Authority, 2012).

Regulatory Context

Federal and State

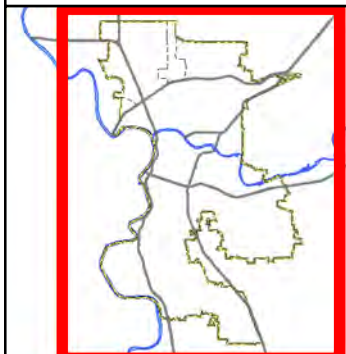
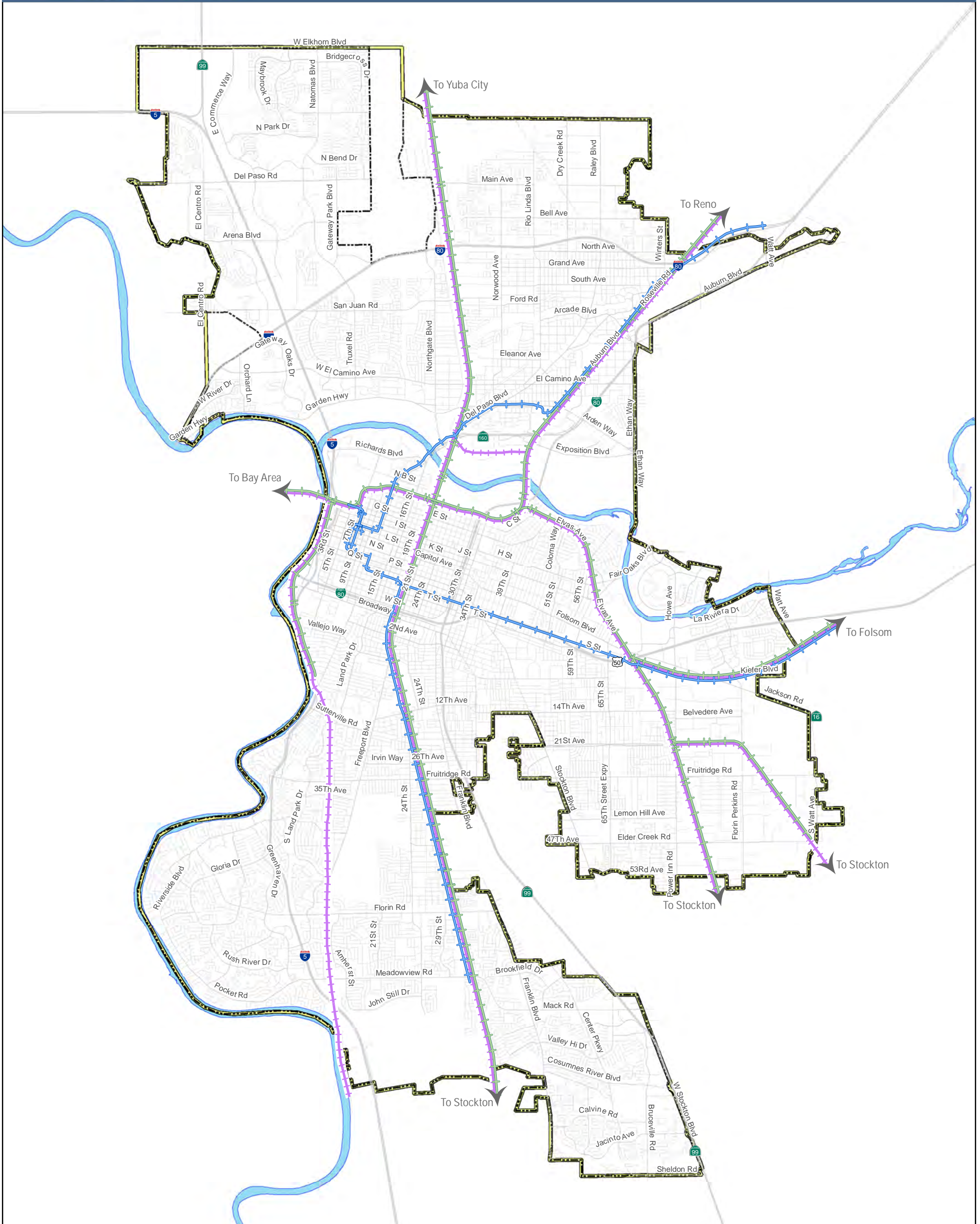
There are no Federal regulations relevant to the development General Plan policy relating to railways.

- The State's recently developed California Transportation Plan (CTP) 2025 (State of California 2006), and the associated CTP 2030, Addendum to the CTP 2025 for Compliance with SAFETEA-LU Compliance (State of California 2007)) provide guidance on inter-regional transit issues including coordination with planning and implementation of heavy rail and high-speed rail services.






Local

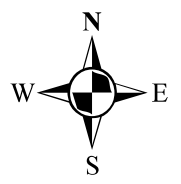
The City of Sacramento's 2030 General Plan contains goals and policies related to railways.

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Legend

-  Passenger Rail
-  Light Rail Transit
-  Freight Rail
-  City Limits
-  Waterways



0 1 2 Miles

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3.8 Local Traffic Development Funding Programs

The City of Sacramento has adopted the following developer-funded traffic impact fee program to pay a portion of the cost of constructing future transportation improvements.

- The North Natomas Public Facilities Fee (PFF) was adopted by the City Council in 1994 and updated in 2005. The North Natomas New Growth Area is bounded by I-80 to the south, Elkhorn Boulevard to the north, and city limits to the east and the west. The PFF funds backbone infrastructure and is paid for by developers prior to issuance of building permits.

The City has finance plans that provide funding for transportation projects in several locations including the following areas:

- | | |
|-----------------|----------------------|
| ■ Delta Shores | ■ Railyards |
| ■ Downtown | ■ Richards Boulevard |
| ■ Jacinto Creek | ■ South Natomas |
| ■ North Natomas | ■ Willowcreek |
| ■ Pocket Road | |

The City also has a Major Street Construction Tax, a surcharge on all new construction and reconstruction of buildings (excluding disaster reconstruction) that is currently (2012) set at 0.8 percent of building permit valuation. These funds can only be used for construction, replacement or alteration of major roadways, traffic control, and lighting.

3.9 Roadway Maintenance and Funding

According to a staff report presented to the City Council in 2010, over 3,030 lane miles of paved roadways are located within the city (City of Sacramento 2010). The City's maintenance plan has a goal of re-paving approximately 2.7 million square yards of roadway annually, which ensures that each roadway segment will be improved over a 10-year period. As of 2010, the City's annual roadway maintenance funds amounted to approximately \$6 million per year, covering only half of the City's needs. Due to this shortfall in funding, many roads in need of maintenance have been deferred, resulting in a backlog.

The City also has a Capital Improvement Program (CIP) to fund transportation projects, such as roadway widening, signalization of intersections, signing and striping. Four subprograms are part of the CIP: 1) Street Maintenance, 2) Street Improvements, 3) Signal/Lights/Traffic Control, and, 4) Parking Facilities. The City's Transportation Programming Guide (TPG) indicates the priority of transportation projects and programs for implementation. The list of transportation projects is developed through a City-Community partnership in which City staff works with a Community Advisory Committee to determine the projects to be contained in the TPG.

Funding for capital improvement projects is provided by a range of federal, state, regional, and local programs. Major transportation projects are often funded with a mix of sources. A brief description of current funding sources is provided below.

- Transportation Sales Tax – Measure A: A local one-half cent transportation sales tax approved by Sacramento County voters in November 1988, and extended through a second vote in November 2004. These funds can only be used for certain projects listed in the ballot measures, and specifically approved by the Sacramento Transportation Authority (STA) – the administering agency for the sales tax program.
- Gas Tax: In 2010, Governor Schwarzenegger signed Assembly Bill 105, which influenced how the state taxes gasoline and spends those revenues. The bill, known as the “fuel tax swap”, eliminated the state sales tax on gasoline and replaced it with a 17.3 cent excise tax. Under the new law, the excise tax is to be adjusted annually by the State Board of Equalization to account for the effects of inflation. The proceeds of this excise tax are allocated:
 - 44% to local streets and roads
 - 44% to the State Transportation Improvement Program (STIP), which funds new construction projects that add capacity to the transportation system
 - 12% to the State Highway Operation and Protection Program (SHOPP), which provides funding for pavement maintenance, rehabilitation, and safety projects on the state’s highways and bridges

This “tax swap” resulted in dramatic reductions in the total amount of revenue available to local jurisdictions for roadway maintenance.

- Major Street Construction Tax: A local City-imposed surcharge on all new construction or reconstruction of buildings. These funds can only be used for construction, replacement or alteration of major roadways, traffic control, and lighting.
- Federal Capital Grants: Revenues provided through a range of federal funding programs identified in the multi-year reauthorization legislation. These funds are dedicated to the specific capital improvement projects for which the grant is provided.
- State Capital Grants: Revenues provided through the State Transportation Improvement Program (STIP), adopted by the California Transportation Commission every two years. These funds are dedicated to the specific capital improvement projects for which the grant is provided.
- Landscape and Lighting Assessment District: Revenues generated from a local district for specific improvements. These funds can only be used for capital improvements for specific transportation projects.
- Parking Fund: Revenues generated from parking fees charged to users of public parking garages and surface lots. These funds can only be used for the operation, maintenance, and capital improvements of City-owned off-street parking facilities.

- Public Facility Fee: Local development impact fee established for the North Natomas Financing Plan. These funds can be used only for capital projects identified in the plan including bikeways, freeway improvements, major roads, bridges, signals, shuttles, and landscaping.

A portion of the funding needed to maintain City roads and construct improvements is generated through the countywide one half cent sales tax for transportation (Measure A). This sales tax was approved by Sacramento County voters in 1988 and an extension was approved in 2004, which will fund local transportation projects and air quality improvements from 2009-2039. The purpose of the tax is to supplement local transportation revenues. This sales tax provides funding for street maintenance and transportation projects that benefit the Sacramento area. The tax also provides for transit projects and operations, bicycle improvements, and pedestrian improvements. Although Measure A has provided additional funding, the City still faces funding shortfalls for roadway maintenance and transportation projects.

3.10 Parking

Introduction

Parking is a crucial component of the city's transportation system. Parking affects the operation of the overall transportation network and impacts individual choices regarding where people live and how they travel. Parking is also an economic issue which is intimately connected to the vibrancy of commercial districts and small business, and is a key factor in the success of new office, commercial, and housing developments.

Existing Conditions

Sacramento's Zoning Code (Sacramento 2012a) parking requirements were recently updated (see below) to help achieve the City's General Plan and Center City goals of increased livability and a sustainable and multimodal transportation system while adequately addressing the rapidly evolving challenges of new development and economic growth. In certain areas Downtown and near other destination centers, on-street parking shortages often occur even as vast amounts of nearby off-street parking is underutilized. In residential neighborhoods adjacent to busy commercial corridors, parking demand spillover can create parking shortages even on otherwise quiet streets (Sacramento 2011).

Previous parking requirements inadvertently created barriers to economic development in many instances, increasing the difficulty, expense, and uncertainty for the City, residents, developers, and businesses. Parking requirements for storefront commercial uses exceeded parking demand rates associated with urban retail, were onerous for in-fill development projects, and were overly specific. The parking entitlement process created uncertainty for developers and absorbed an inordinate amount of time and resources. As a result, parking supply greatly exceeded demand in many facilities at peak hour. Meanwhile, on-street parking shortages continued in several commercial hotspots likely due to a combination of free and low-cost on-street parking that discourages the use of more expensive off-street lots and garages, and inadequate wayfinding signage to off-street garages (Sacramento 2012b).

Zoning Code Parking Update

The City updated its off-street parking ordinance in 2012 to address many of the challenges described above. The revised Zoning Code makes parking requirements more context-sensitive, and allows for greater creativity on the part of developers and building managers in reducing the number of automobile trips generated. The following changes were adopted:

- Projects on small lots, and retail, restaurant, and service uses within residential mixed-use developments, are exempt from parking requirements.
- Shared parking is permitted, and both minimum and maximum requirements adjusted to be context-sensitive.
- Greater flexibility was introduced to meet future demand.
- Parking requirements were simplified across categories and the process made more predictable.
- The Central Business District, many areas within Midtown, and several commercial corridors have a substantial available supply of parking. The updated Zoning Code includes measures to maximize the use of these facilities before additional commercial parking is built.
- Revisions to parking stall dimensions.
- Enhanced bicycle parking requirements.
- Development relief from minimum parking requirements by allowing alternatives to on-site parking.

The Zoning Code parking requirement update is also designed to support and reinforce other City parking reform efforts, such as the updated Residential Permit Parking Program (RPP), and to create a flexible regulatory environment in which developers are encouraged to explore creative parking plans and utilize proven tools to manage parking.

On-Street Parking and Current Initiatives

In most of Sacramento, on-street parking shortages are uncommon. Near Downtown and some residential neighborhoods, however, long-term commuter parking and demand for parking near major destinations results in limited on-street parking availability. To better manage on-street parking supply and encourage parking turnover, the City operates metered parking in some areas Downtown and a Residential Permit Parking program.

There are two types of metered on-street parking in the city: short-term and long-term. Short-term metered parking is designed to facilitate shorter trips Downtown, such as shopping or other errands. All short-term metered parking is currently priced at the same flat rate, though dynamic pricing based on demand at different times of day and locations could eventually be implemented to help improve vehicle turnover. The City also has special long-term meter rates in some locations, such as near light rail stations, to facilitate longer-term parking while still maintaining some availability at all times.

The Residential Permit Parking program was established in 1979 to address on-street parking shortages in residential neighborhoods that result from long-term parking by commuters. Over 25,000 on-street parking spaces are regulated by residential permit parking rules that restrict the length of stay for people who do not live in the area. New RPP areas are initiated by residents opting into the program through a majority consensus of the neighborhood.

Regulatory Context

Federal and State

There are no Federal or State regulations relevant to the development General Plan policy relating to parking.

Local

The Sacramento Zoning Code regulates both on-street parking (chapter 10.36) and the provision and operation of off-street parking (chapters 10.44 and 17.64), including the provision of shade trees (also 17.64) and stormwater management (sections 13.16 and 15.92). The Zoning Code also regulates how parking fees from public on- and off-street parking may be used (chapter 10.40).

3.11 Transportation Demand Management

Transportation Demand Management (TDM) is a term that broadly covers programs designed to reduce traffic congestion and improve air quality by offering a combination of incentives and market-based measures to increase alternative mode use among employees and residents.

Existing Conditions

Transportation Systems Management Program

Sacramento's Transportation Systems Management (TSM) establishes requirements for employers and developers within the city to meet the City's 35 percent trip reduction goal. These requirements are designed to promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality (Sacramento 1988).

The TSM program requires minor development projects (those that will have 25 to 99 employees) to post information about alternative commute modes, such as public transportation and ridesharing, and to coordinate with relevant transportation agencies to maintain current commute information. Major projects (those that will have 100 employees or more) are required to follow the same requirements as minor projects, and must also have a transportation coordinator, provide an annual status report to the City, and develop a Transportation Management Plan (TMP) approved by the City. The status report must include commute mode data for employees at the project, an update on progress toward attainment of the alternative commute mode goal of the City, and, if the alternative commute mode goal has not been attained, a plan for additional TSM measures.

The TMP must set out how the project will attain its designated alternative commute mode goal. The TMP may include joining a Transportation Management Association (TMA) for the area, providing

carpool/vanpool spaces; parking fees; transit facilities or subsidies; a shuttle bus program; a vanpool program; showers and lockers for bicyclists; or other means of promoting alternative modes, as agreed upon by the City.

As a result, major projects such as expansions of Sacramento State University and the Park Place Shopping Center (HDR 2008; UC Sacramento 2012) have adopted TMPs that include a variety of transportation demand management measures:

- Sacramento State University has implemented free shuttle buses, discounted transit passes, on campus-carsharing, bike rentals, secure bike parking, priority parking for carpools, a guaranteed ride home program through the local TMA, and marketing of alternative commute mode options.
- Park Place Shopping Center has implemented priority parking for carpool/vanpool and alternative fuel vehicles; bus shuttle service and a guaranteed ride home program through the local TMA; transit pass subsidies for employees (50 percent of the pass cost); nine secure bicycle parking spaces; showers and lockers for employees who commute by bicycle; a vanpool program for employees; and a transportation information kiosk where the transportation coordinator posts information about alternative commute mode options.

The existing implementation of the TSM ordinance has been difficult for some companies because of its complexity. The City is leading an initiative to put all TSM program information and the TSM application online to simplify the process. This effort will allow companies to go through the process online in a streamlined way.

Other Programs Impacting Trip Generation

Many of the City's transportation programs are designed to reduce the number of trips taken by automobile. Over time, the revised Zoning Code parking requirements, which reduce minimum parking requirements, will also reduce the overall parking supply relative to the number of workers and residents in the city. Many cities have found that constraining parking supply is a very effective automobile trip reduction measure. The revised parking regulations also allow companies to build fewer parking spaces in return for implementing transportation demand management programs.

Sacramento has a successful Neighborhood Traffic Management Program (Sacramento 2012c), which helps neighborhoods address livability issues by implementing traffic calming and reduce traffic volumes through residential streets.

The City also actively encourages alternative modes of transportation such as public transportation, walking and bicycling, which can reduce the demand for automobile trips.

Regulatory Context

Federal and State

California Parking Cash-Out Program (Assembly Bill 2109) requires that employers meeting certain criteria (over 50 employees, in an air basin with nonattainment status) that also provide their employees with subsidized parking, must offer the cash value of the parking subsidy to employees who do not drive to work.

California Sustainable Communities and Climate Protection Act (Senate Bill 375) requires each MPO to prepare a Sustainable Communities Strategy (SCS) laying out how they will meet the emissions reduction targets set by the Air Resources Board. The SCS is part of the regional transportation plan, which is federally enforceable. While the implementation is the responsibility of SACOG, the City of Sacramento will have an important role to play in meeting the region's emissions reduction goals.

Local

The TSM ordinance contains goals and policies related to transportation demand management

3.12 Mobility Findings

Key findings for the mobility section are presented below:

- The City's current LOS policy allows for flexible LOS standards, which accept LOS F operations during peak hours within the Core Area and on specified roadway segments, and LOS E operations within multi-modal districts. The base level of service standard for all areas is LOS D.
- The roadway segment analysis conducted in 2012 for the General Plan Update evaluated daily operations on 260 roadway segments. Of the 260 segments, 216 operate at LOS D or better, 10 operate at LOS E, and 34 operate at LOS F. Of the 34 study segments reported to operate at LOS F, approximately half (17 segments) are freeway segments.
- RT is the primary transit service provider in the city with fixed route bus and light rail transit service and demand responsive paratransit services. In FY2011, RT bus lines served over 14 million passenger trips, while RT Light Rail trains carried a total of 13,124 passenger trips. In FY 2012, average weekday boardings increased by 7 percent and 13 percent from FY2011 on the Gold and Blue Light Rail Lines, respectively.
- RT transit service improvement plans include (1) restoring service to pre-2010 levels by 2017, (2) implementation of the South Sacramento Corridor Phase 2 Project, which would extend the Blue Line from its existing terminus at Meadowview station, 4.3 miles, to the intersection of Calvine Road and Auberry Drive (with new stations at Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College), and (3) extending the planned Green Line approximately 13 miles from Downtown Sacramento through Natomas to the Sacramento International Airport, with a total of 13 stations.

- Proposed bicycle facility improvements are contained in the City/County Bikeway Master Plan. The City is continually expanding its network of bicycle facilities.
- The City has implemented several programs and adopted policies to improve the pedestrian environment, including the following: Pedestrian Master Plan, Neighborhood Traffic Management Program, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards.
- In 2012 the City approved significant changes to the zoning code parking section designed to maximize the use of existing off-street parking, ease demand on constrained on-street parking, address concerns regarding spillover parking in residential neighborhoods adjacent to commercial areas, and make parking a less onerous component of the (re)development process.
- Sacramento's Transportation Systems Management (TSM) program requires developers and employers within the City to achieve a 35 percent trip reduction. Larger projects must produce a Transportation Management Plan (TMP), which is monitored by the City. The City is in the process of moving the TSM program online, making it more user-friendly.

4 UTILITIES

This Chapter addresses utilities within the Policy Area including: sewer and storm drain systems, wastewater treatment, reclaimed water, solid waste, electricity, natural gas, and telecommunications.

4.1 Sewer/Storm Drainage

Introduction

Wastewater collection in the Policy Area is provided by both the City and the County, depending on location. The City provides wastewater collection to about two-thirds of the area within the city limits. Within the city, there are two distinct areas: areas served by a separate sewer system, and an area served by a combined sewer system, which is described in more detail later in this section.

The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) [formerly County Services District CSD-1)] provide both collection and treatment services within their service area for the portions of the city served by the separate sewer system. Wastewater generated in this area is collected by trunk facilities in the Sacramento Area Sewer District and then conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRCSD has prepared and is implementing its master plan related to wastewater conveyance – the Interceptor Master Plan 2000 – and the SASD is implementing its master plan – the Sewer System Capacity Plan 2010 Update.

The Sacramento Area Sewer District serves the community plan areas of South Natomas, North Natomas, and portions of Arcade-Arden, portions of East Sacramento (e.g. College/Glen), portions of South Sacramento (e.g. Valley Hi Parkway, Woodbine, Brentwood), and Southeast Sacramento (e.g. Glen Elder, Depot Park, Avondale). The service area is divided into ten trunk sheds, which are based on the collection systems of the individual sewer districts from which CSD-1 was originally formed. For the most part, each trunk shed consists of several hydraulically independent systems, each discharging into the SRCSD interceptor system. According to the District's Sewer System Capacity Plan 2010 Update, there are no existing capacity deficiencies within the Sacramento city limits.

The community plan areas served by the City's separate sewer system include North Sacramento, and portions of Arden-Arcade, most of South Sacramento (e.g. Pocket, Airport, Meadowview, South Land Park), and most of East Sacramento. The areas served by the City's separate sewer systems are divided into 54 sewer basins, and wastewater from the basins is conveyed to the SRWTP via gravity flow or one of the 40 pumping stations located throughout the city. Twenty-seven of the pumping facilities were constructed between the 1950s and 1970s, with most of them being rebuilt in the past 15 years. The remaining 13 pumping stations were constructed between 1985 and 2004.

Existing Conditions

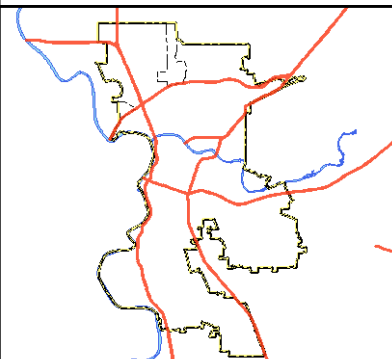
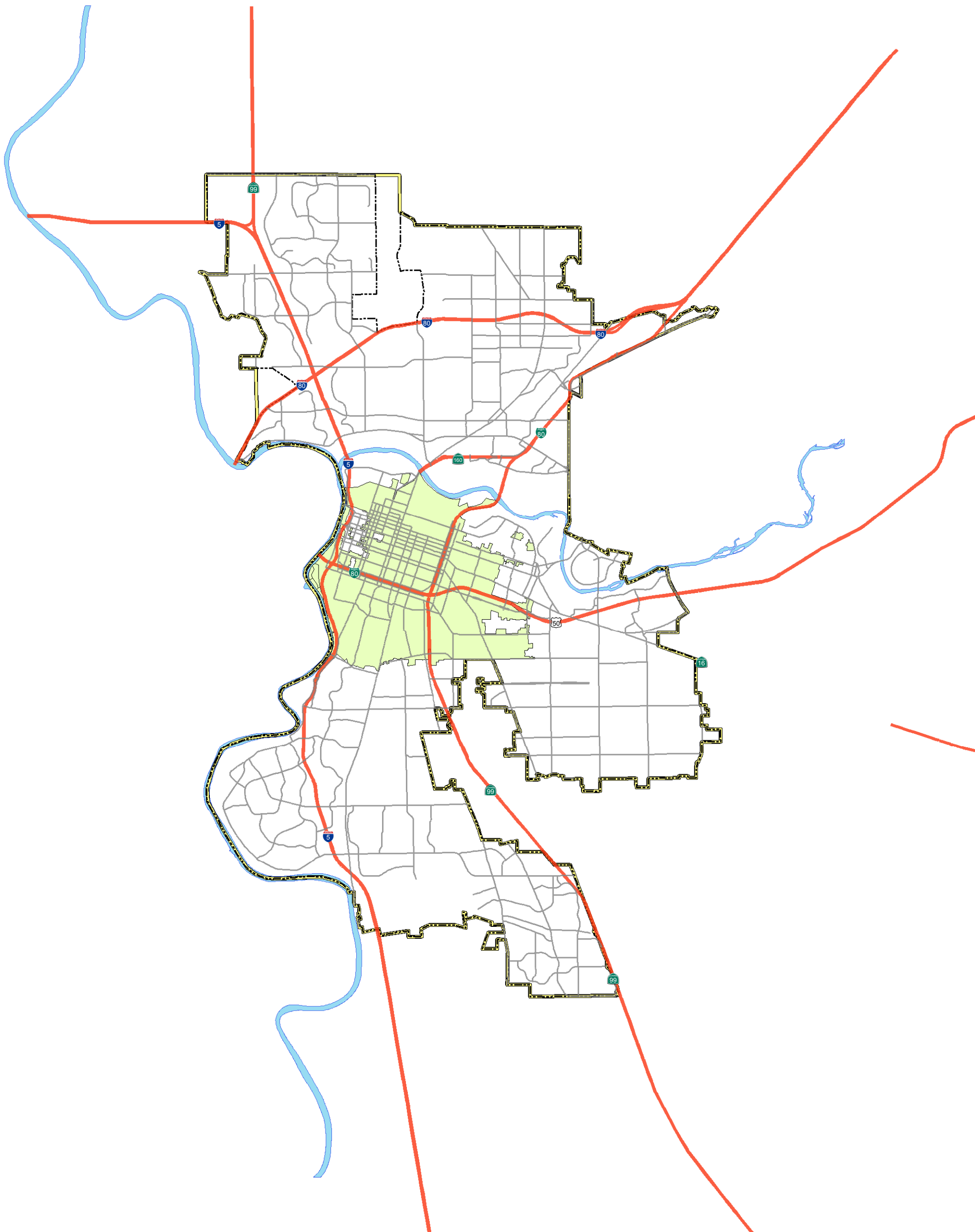
Combined Sewer/Storm Drain Area

The older Central City area is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The area served by the CSS extends from the Sacramento River on the west, to the vicinity of Sutterville Road and 14th Avenue on the south, to about 65th Street on the east, and to North B Street and the American River on the north (see Figure 4-1) and constitutes approximately 7,545 acres or 12 percent of the total area within the current city limits. There are some local areas within this larger area that have separate sewer and storm drainage systems, but the bulk of the area is served by the combined system. Additionally, there are some peripheral areas that have separate sewer and storm drainage that contribute sewage to the CSS.

Currently (2012), all flows into the CSS are conveyed westerly to two pumping stations (Sump 2/2A and 1/1A) located near the Sacramento River. For secondary treatment and disinfection of the flow, the City has entered into an agreement with the Sacramento Regional Wastewater Treatment Plant (SRWTP) to convey up to 60 mgd. This treatment capacity is sufficient for the current dry weather flows of 18 mgd. The remaining capacity is reserved for stormwater. During heavy storms where the flows exceed this amount, the Combined Wastewater Treatment Plant (CWTP) at South Land Park Drive and 35th Avenue is used to provide primary treatment of an additional 130 mgd. Excess flows beyond 190 mgd are diverted to the Pioneer Reservoir storage and treatment facility that has a capacity of 350 mgd. When all three treatment facilities (SRWTP, CWTP, and Pioneer) have reached capacity, excess flows are directly discharged into the Sacramento River from Sump 2 without treatment. These are called combined sewer overflows (CSOs). In the Central City, when the pipeline system capacities are surpassed, the excess flows flood local streets through maintenance holes and catch basins. The last CSO occurred in 2012 during a large storm with over two and a half inches of rain falling in a 48-hour period (Armijo 2013).

Several projects are planned to improve the operation of the combined system. Projects initiated by the City to address existing deficiencies are system improvements, while major land development projects often include specific measures to mitigate the additional sewage and drainage flows created by the specific development. The following is a summary of currently (2012) proposed improvements and mitigation projects:

1. The Oak Park Regional Storage Facility project is designed to hold 500,000 cubic feet (cf) of combined sewage to reduce the potential for flooding and combined sewer outflows. Combined sewage would be piped to the facility and temporarily stored during heavy rainfall periods..



Legend

- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits
- Combined Sewer System



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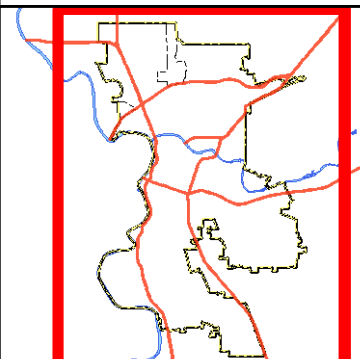
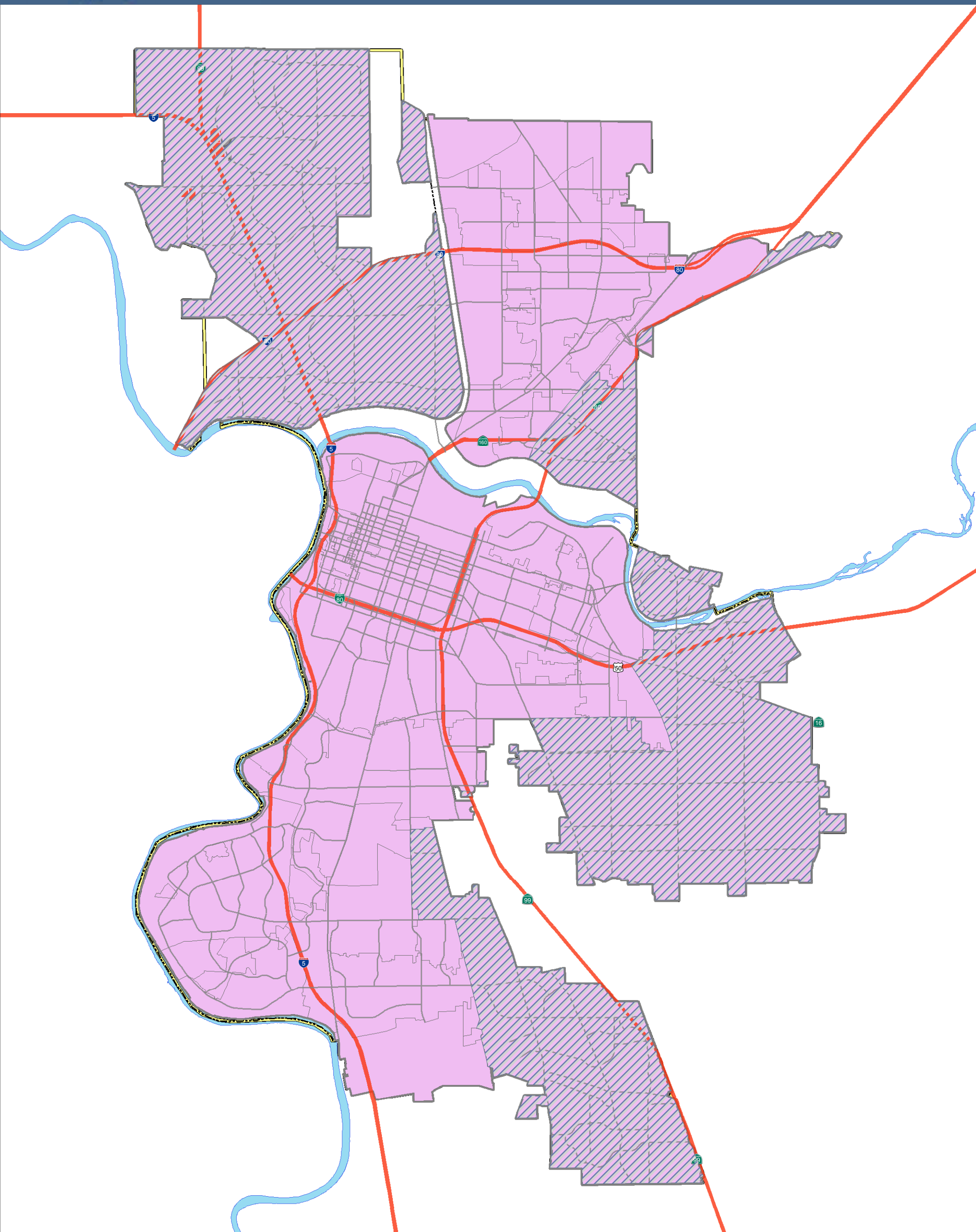
2. The Sacramento Railyards is an approved, but not-yet-built, 240-acre infill development project adjacent to the downtown business district, which would include separate sewer and storm drain systems. Storm drainage from the site would be diverted to a drainage detention structure for water quality treatment and peak attenuation, a portion of this volume would be metered into a proposed 3rd Street relief sewer and eventually into the combined system after the storm peak has passed. Extremely large storm flows are planned to be diverted to the Sacramento River. For the adjacent Richards area development, the Railyards Specific Plan proposes to divert the existing separate sanitary sewage from the Richards Boulevard area to the Railyards, and convey the sewage flow south into the proposed 3rd Street relief sewer to U Street, as a joint project with the City.
3. The Capitol Area Plan is a master plan of proposed state facilities in the greater downtown area. The State Department of General Services has agreed to mitigate the additional sewage flows from State facilities by funding certain new pipeline construction in the combined system as new State facilities are constructed.
4. The Downtown Combined Sewers Upsizing Project is a 15-year program to upsize downtown sewers which will provide significant reductions of street flooding and combined sewer outflows when complete. Upsizing the 7th Street Sewer from K to P Street from 24 inches to 60 inches is one of the final legs of the project and will provide the downtown combined system with additional capacity. Major development projects within the combined sewer area are required to mitigate the additional sewage flows and the added impervious surface, which increases drainage runoff, or to pay the new CSS Development Fee, which funds this project. (City of Sacramento 2012)
5. Peak-shaving, underground detention facility improvements are being planned by the Department of Utilities in various locations where outflows have been a problem.

In addition, the City is required to comply with the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems that along with amendment Order No. 2008-0002-EXEC prohibits sewer overflows and requires implementation of a management plan. The plan must include systemwide cleaning, inspection and rehabilitation. It also requires a fats, oils and grease control program, root control program, enforcement, training and a capital improvement program with certified funding levels.


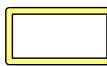

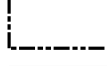



The City's Combined Sewer System is also regulated by the Central Valley Regional Control Board's Waste Discharge Requirements/Monitoring & Reporting Program/NPDES Permit No. CA0079111 (Order No. R5-2010-0004). The Permit prohibits dry weather discharges to the river and limits wet weather discharges to the river. The Permit requires treatment for discharges to the river; extensive monitoring and data analysis; systemwide cleaning and inspection; a fats, oils and grease control program; an approximately \$10 million dollar annual capital improvement program and various other specific minimum control measures.

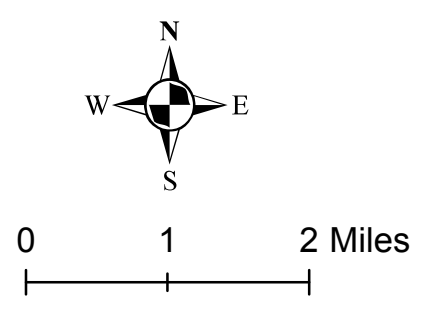
Wastewater Treatment

Wastewater treatment within the Policy Area is provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD operates all regional interceptors and wastewater treatment plants serving the city except for the combined sewer and storm drain treatment facilities which are operated by the City of Sacramento. Local and trunk wastewater collection in the Policy Area is provided by the Sacramento Area Sewer District (SASD) and the City of Sacramento. Within this area, SASD serves the community plan areas of South Natomas, North Natomas, and portions of Arcade-Arden, East Broadway, East Sacramento, Airport Meadowview and South Sacramento. The City provides wastewater collection to about two thirds of the area within the city limits, which includes two distinct areas; the area served by the combined sewer system (CSS) described previously, and the areas served by a separated sewer system. The community plan areas served by the City include the Central City, Land Park, Pocket, North Sacramento, and portions of Arden-Arcade, South Sacramento, East Sacramento, East Broadway and Airport Meadowview. Figure 4-2 shows wastewater infrastructure within the City's Policy Area.



Legend

	Major Roads		Policy Area
	Highways		City Limits
	Waterways		Sacramento Area Sewer District
			Sewer Basins



A north arrow is located in the bottom-right corner, with 'N' at the top, 'S' at the bottom, 'W' on the left, and 'E' on the right. Below it is a scale bar showing 0, 1, and 2 miles.

Data Source: City of Sacramento, 2012.

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The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the city limits, is owned and operated by SRCSD and provides sewage treatment for the entire Policy Area. Sewage is routed to the wastewater treatment plant by collections systems owned by SASD and the cities of Sacramento, Citrus Heights, Elk Grove, Rancho Cordova, West Sacramento and Folsom. SRWTP is a high purity oxygen-activated sludge facility, and is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd) and a daily peak wet weather flow of 392 mgd. Currently (2012), the facility's ADWF is approximately 150 mgd. SRCSD's long-term planning effort, the SRWTP 2020 Master Plan, projects a population-based flow of 218 mgd ADWF (SRCSD 2008). After secondary treatment and disinfection, a portion of the effluent from the plant is further treated in SRCSD's Water Reclamation Facility and then used for landscape irrigation within the city of Elk Grove. The majority of the treated wastewater is dechlorinated and discharged into the Sacramento River. The SRCSD maintains the regional interceptors that convey sewage to the treatment plant. Improvements have been made to the system in anticipation of future growth and to help relieve the existing interceptor system. The Lower Northwest Interceptor (LNWI), completed in 2007, and Upper Northwest Interceptor (UNWI) completed in 2010 convey flows from the Northeast, Gibson Ranch, Rio Linda, McClellan, Natomas, and a portion of the North Highlands drainage basins. These projects provide relief for the existing interceptor system as well as provide capacity for future growth.

The SASD service area is divided into ten trunk sheds which are based on the collection systems of the individual sewer districts from which SASD was originally formed. For the most part, each trunk shed consists of several hydraulically independent systems, each discharging into the SRCSD interceptor system. The area served by the City's separated system is delineated into dozens of sewer basins. Wastewater from the basins is pumped into the City's combined system or to the SRWTP.

SCRSD Buildout Wastewater Treatment and Conveyance Assumptions

The identification of appropriate type, capacity, and scheduling of wastewater conveyance and treatment facilities required over a long-term planning period necessitates an integrated, master planning process for both the treatment and conveyance systems. The SWRTP 2020 Master Plan, Interceptor Master Plan 2000, and the SASD Sewer System Capacity Plan 2010 Update have designated planning horizons of 2020 and buildout. These planning horizons, in conjunction with the proposed land uses for areas within the SRCSD service area, are used to determine the projected wastewater flows and timing of flow increases over the planning horizon. SRCSD is also in the process of finalizing an Interceptor Sequencing Study (ISS) that will aid in planning and implementing regional conveyance projects. The ISS is in the process of undergoing environmental review and is expected to be adopted in early 2013 (Moore 2012).

Existing and proposed treatment facilities were designed to be expanded gradually in incremental units as future wastewater flows and loads increase. Consequently, some existing facilities have available capacity for future flows and loads, while other facilities (capacity limiting facilities) are at their existing capacity and would need to be expanded to accommodate any increase in flows or loads. Master plan facilities would be constructed in phases as flow and load demands require. Generally, facility expansion would be phased in five- to ten-year increments over the planning period. These increments are large enough to provide reasonable economy of scale and small enough to minimize the size of potentially idle facilities. By constructing the Master Plan facilities in phases, SRCSD can control the rate of facility expansion if actual growth rates are slower or faster than projected (SRCSD 2004a).

The SRWTP Master Plan notes "flows can be expected to continue to increase above the projected 218 mgd ADWF for year 2020. ... The treatment plant has been master planned for a "mirror image"

buildout of the existing facilities of 350 mgd ADWF of conventional and advanced treatment capacity.” (SRCSD 2004c) The SRWTP site is approximately 900 acres surrounded by 2,600 acres of bufferlands owned by the SRCSD. The bufferlands provide a buffer between the SRWTP process facilities and adjacent areas. The “mirror image” refers to the SRWTP secondary process facilities. Potential future advance treatment facilities would occur to the west of the existing secondary treatment facilities within the current 900-acre SRWTP site (Seyfried 2008).

In December 2010, the Central Valley Regional Water Quality Control Board issued a new Discharge Permit for SRCSD to address possible effects on public health and the Delta ecosystem from pathogens and ammonia contained in the discharge from the SRWTP. This Discharge Permit contains strict requirements resulting in the need for the SRWTP to move to a ‘tertiary’ treatment process. SRCSD is conducting efforts to remain in compliance with its Discharge Permit and Time Schedule Order, but is also considering legal options due to the expense of implementing the required treatment process. These improvements to the SRWTP would be in addition to the improvements already planned in the SRWTP Master Plan.

Design and construction of wastewater treatment and collection facilities require substantial capital investment that must be planned and approved by the SRCSD Board of Directors. Wastewater facilities are generally designed and constructed in phases over the planning horizon. The phased improvements usually coincide with the timing of projected flow increases, which are based on increases in population and buildout of proposed land uses. Typically, the phased improvements would accommodate flow increases for a specified time period (e.g., 5 years, 10 years).

In some cases, it is more practical to design facilities for flows projected for the entire planning horizon because construction activities and overall costs would be reduced. This is particularly true for an interceptor system, which requires substantial construction activities. When the system is initially constructed, it must be designed to accommodate projected wastewater flows for the lifetime of the system. If interceptors were constructed and expanded on an as-needed basis (e.g., like the modular expansions of the SWRTP), existing facilities would need to be paralleled with new facilities constructed in the same area. It is standard engineering practice to design interceptor facilities to accommodate flows for the entire planning horizon (in this case, full buildout of local general plans) to avoid unnecessary construction and capital costs (SRCSD 2004b; SRCSD 2002).

Table 4-1 shows the planning assumptions that were used by the SRCSD in the master planning documents summarized above.

Table 4-1 Summary of SRCSD Planning Criteria, Sacramento County Sanitation District, 2002

Plan/Design	Planning Condition				
	Type of Facility and Planning Area	Method of Building and Sizing Facilities	Flow Condition for Sizing	Base Flow Year 2020	Buildout
SRWTP 2020 Master Plan	Wastewater treatment plant handling flows that come to it. Not focused on specific geographic areas	Built in incremental steps, as flows into plant increase. Looks at 20 years of growth (and related wastewater) in the Urban Policy Area, based on March 2001 SACOG population projections. Uses 132.4 gallons per capita per day for average flow. ¹	Population-based flow projections over a 20-year planning period. Sized primarily for average pollutant loads that will come into the plant 20 years from now (because plant can be expanded incrementally).	218 mgd	350 mgd ²
SRWTP 2020 Master Plan	Interceptor pipelines serving the entire SRCD planning area, which corresponds to the Urban Services Boundary.	Each interceptor is built once to serve build-out of entire geographic service area (Urban Services Boundary). Sized for build-out density of 6 ESDs/acre, 310 gallons of average flow per ESD per day, plus an allowance for rainfall infiltration.	Sized for highest flows in wet weather at buildout to keep flow inside pipes.	214 mgd	517 mgd
SASD Sewer System Capacity Plan 2010 Update	Smaller “trunk” sewers serving unincorporated Sacramento County, the cities of Citrus Heights and Elk Grove, and portions of the cities of Sacramento and Folsom.	Built once to serve SASD service area within the Urban Services Boundary. Sized for buildout density of 6-30 ESDs/acre and 310 gallons per day per ESD plus an allowance for rainfall infiltration.	Sized for highest flows in wet weather at buildout to keep flow within the pipes.	--	--

Notes:

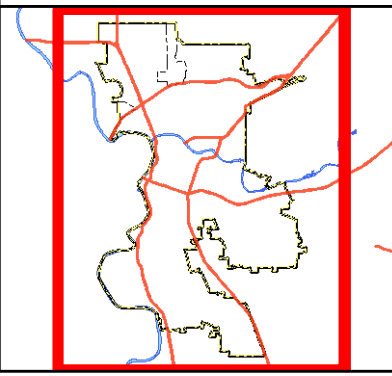
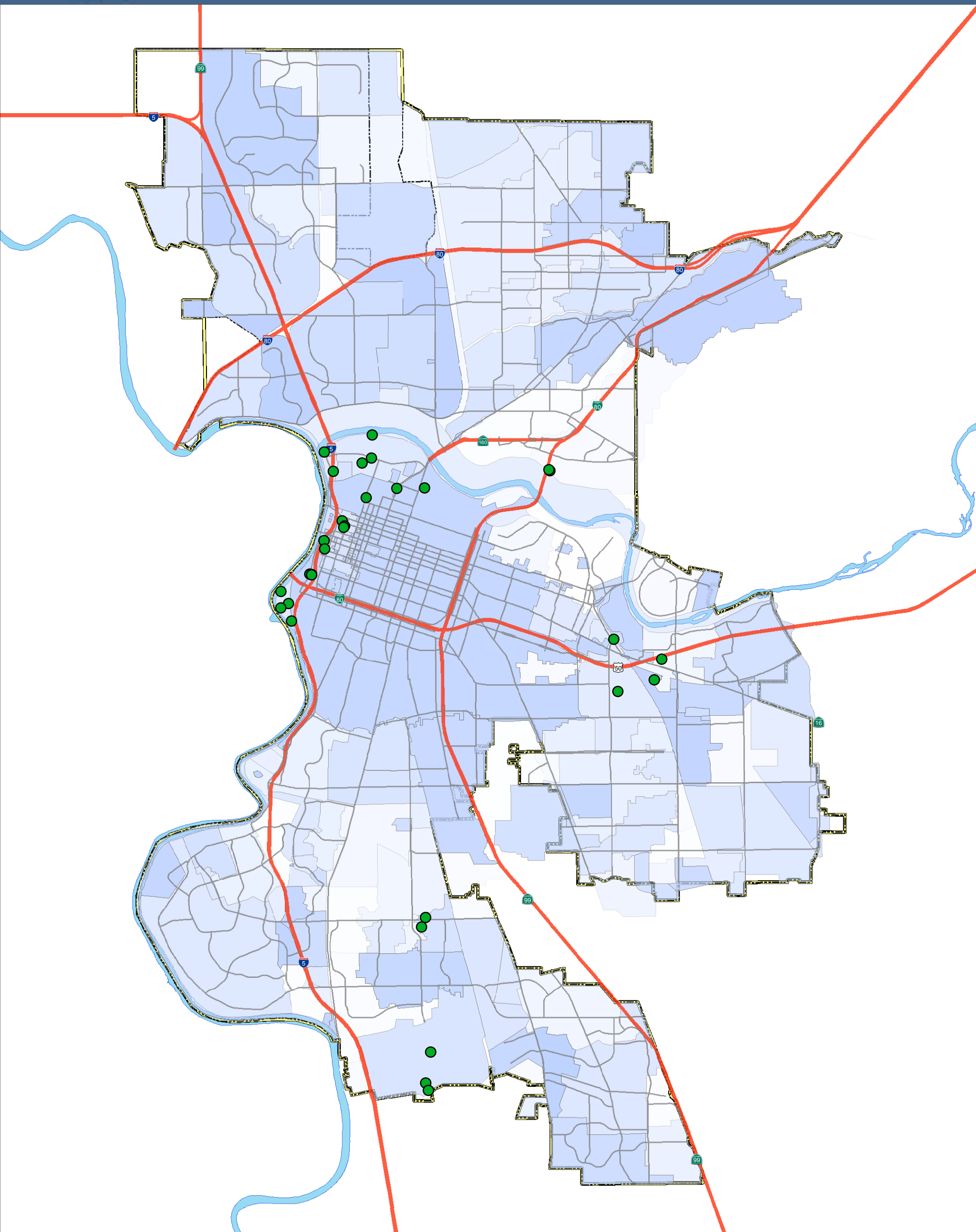
1. Calculated by average historical plant influent flow from 1996 through 2000.
 2. Assumes mirror image buildout of SRWTP facilities only. Additional space will most likely be available to incrementally expand beyond 350 mgd.
- Source: Sacramento Regional Sanitation District. May 2001. 2020 Master Plan. Revised Final Draft Executive Summary. Final Technical Memorandum: Relationship Between SRWTP 2020 Master Plan, Interceptor Master Plan 2000, and SASD Sewer System Capacity Plan 2010 Update

Storm Drainage




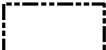



As discussed above, portions of the older area of the city are currently served by a combined storm water and sewer system. The area served by this system extends from the Sacramento River on the west, to the vicinity of Sutterville Road and 14th Avenue on the south, to about 65th Street on the east, and to North B Street and the American River on the north. Information on the combined system was discussed previously in Section 4.1 of this report. The remainder of the city is served by a separated drainage system.

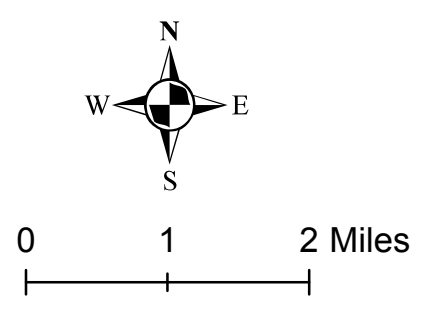
The city is divided into approximately 120 drainage basins. Drainage from most of these basins flows to local rivers or creeks or drainage channels through pumping. The City owns and operates 105 storm drainage pumping stations throughout the city. The drainage canals and local creeks eventually drain into the Sacramento and American Rivers (see Figure 4-3).

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Legend

	Major Roads		Policy Area
	Highways		City Limits
	Waterways		Pump Stations
			Drainage Basins



A north arrow is located in the top right of the legend area, with 'N' at the top, 'S' at the bottom, 'W' on the left, and 'E' on the right. Below it is a scale bar marked with 0, 1, and 2 Miles.

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In certain portions of the city, existing drainage facilities are inadequate (according to current design standards) for the areas they serve. Current City design standards state that drainage systems are to provide streets with 10-year flood protection, and property with 100-year protection from flood damage. The City has ranked basins according to flooding severity and criticality. Based on these rankings, the City has completed master plans for all critical areas and has designated infrastructure that would need to be improved to eliminate flooding in these areas. In addition to these critical areas, as new and infill areas of the city are developed, additional drainage facilities will be needed to adequately service these areas. Issues in the Central City are covered in the portion of Section 4.1, which addresses the City's combined sewer system.

Drainage issues in the Airport-Meadowview area range from street flooding to issues identified as public safety hazards. Facility improvements that have been suggested to improve these problems include upgrading existing pump stations and pipelines, and constructing new detention basins and pipelines.

The south Land Park area suffers from street flooding and property flooding. Facility improvements that have been suggested to improve these problems include upgrading existing pump stations and pipelines, and constructing new detention basins and pipelines.

East Sacramento drainage issues vary from public safety hazards to street flooding. New and upgraded pumping stations, new and upgraded detention basins and new pipelines have all been identified as ways to solve the area's drainage issues.

The East Broadway area suffers from street flooding and property flooding. Facility improvements that have been suggested to improve these problems include upgrading existing pump stations and pipelines, and constructing new detention basins and pipelines.

The North Sacramento area has drainage issues ranging from street and property flooding to possible future flood hazards and public safety hazards. This area has a history of flooding issues due to the inadequate capacity of Magpie, Arcade and Hagginwood Creeks.

North Sacramento existing systems are inadequate (according to current City design standards) to convey runoff from the area to the creeks and canals. Another issue is that some areas within North Sacramento are served by a rural "style" drainage system utilizing roadside ditches and culverts and are not adequate according to the City's design standards. Master Plans have been developed for many basins in North Sacramento identifying these issues and proposing appropriate mitigations to address these issues. Facility improvements that have been suggested to improve these problems include flood proofing, upsizing mains, new pipelines, pump station improvements, and new detention basins.

Regulatory Context

Federal and State

With regard to wastewater, the Federal Clean Water Act (CWA) and regulations set forth by the California Department of Health Services (DHS) and State Water Resources Control Board (SWRCB) are aimed primarily at discharges of effluent to surface waters. Title 40 of the Code of Federal Regulations (CFR) Part 503, Title 23 California Code of Regulations, and standards established by the Central Valley Regional Water Quality Control Board regulate the disposal of biosolids generated by wastewater treatment plants.

Under the CWA, the Regional Water Quality Control Board issues both general and individual permits for discharges to surface waters, including for both point-source and non-point-source discharges. The CWA mandates permits for municipal stormwater discharges. The city of Sacramento has coverage under an area-wide Municipal Separate Sewer System (MS4) Permit. This permit requires that controls be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent practicable, including management practices, control techniques and system, design and engineering methods, and other measures as appropriate. As part of permit compliance, the City has prepared a Stormwater Quality Improvement Plan (SQIP), which outlines the requirements for municipal operations, industrial and commercial businesses, illegal discharges, construction sites, planning and land development, public education and outreach, and watershed stewardship. These requirements include multiple measures to control pollutants in stormwater discharge. New development under the proposed project would be required to follow the development standards contained in the SQIP. See section 6.3 Water Resources and Quality for additional information.

Clean Water Act (CWA) / National Pollutant Discharge Elimination System Permits (NPDES)

The CWA is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. Section 402 of the Act creates the NPDES regulatory program. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

Local

City of Sacramento General Plan

The City's 2030 General Plan Update contains policies and implementation measures relevant to the provision of wastewater and storm drainage service. For wastewater and storm drainage services, some of the policies relevant to this issue include providing adequately sized sewer and drainage facilities where they are needed, developing plans for sewer line extensions to developed areas where service is lacking, and developing and implementing appropriate funding mechanisms.

Sacramento City Code, Chapter 13.08

Sacramento City Code, Chapter 13.08 outlines the requirements for permitted discharges to the sewer service system. Article V of the chapter establishes charges and fees for customers receiving sewer service and storm service from the City.

Combined Sewer System Development Fee

The City of Sacramento adopted a sewer ordinance for the CSS in 2005, which requires payment of a development fee for projects that add sewer flows within the CSS service boundary. Key aspects of the CSS development fee include: a fee per equivalent single-family dwelling unit that will be subject to periodic adjustments; CSS development fees may be fully or partially offset by constructing or cost sharing in the construction of a mitigation project approved by the City Department of Utilities; the fee approximates the cost to construct local storage to mitigate downstream impacts; and fees will be collected and deposited in a fund for the City to construct larger projects to mitigate multiple developments.

Sacramento Regional County Sanitation District and Sacramento Area Sewer District

The SRCSD and the Sacramento Area Sewer District (SASD) are both separate political subdivisions of the State of California formed under the State of California Health and Safety Code. As such, the districts' policies must conform to the statutes of the State Health and Safety Code. Additionally, the Districts are separately-funded entities that do not depend upon Sacramento County for funding capital improvements, maintenance, or operations. User fees provide for the systems' operation and maintenance, while hookup fees provide most of the funding for new trunks and interceptors.

The SRCSD requires a regional connection fee be paid to the District for any users connecting to or expanding sewer collection systems (SRCSD Ordinance No. SRCSD-0043).

Stormwater Quality/Urban Runoff Management

The County of Sacramento and the Cities of Sacramento, Folsom, Citrus Heights, Elk Grove, Rancho Cordova, and Galt have a joint NPDES permit (No. CAS082597) that was originally granted in 1990, and was most recently reissued in 2008. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. The permit is intended to implement the Basin Plan through the effective implementation of BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable (MEP). Additional discussion of stormwater quality is included in section 6.3 Water Resources and Quality.

4.2 Domestic Water

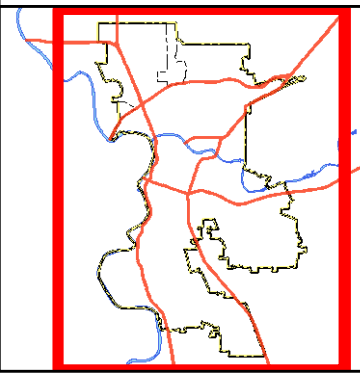
Introduction

The water supply section discusses the existing condition of the city's water supply and treatment and distribution systems.



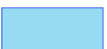




Domestic water services within the Policy Area are provided by the City of Sacramento and other water purveyors. The City of Sacramento provides domestic water service to the area within the city limits, as these limits change from time to time, and to several small areas within the County of Sacramento. A small area in the northeastern portion of the city (Swanston Estates) is served by the Sacramento Suburban Water District, although City and District staff have held discussions relative to the City taking this service area over at some point in the future. Areas outside of the city limits are served by the Natomas Central Mutual Water Company, Rio Linda Elverta Community Water District, Sacramento County Water Agency, Sacramento Suburban Water District, California-American Water Company, Tokay Park Water District, Fruitridge Vista Water Company, Elk Grove Water Service, and the Florin County Water District.

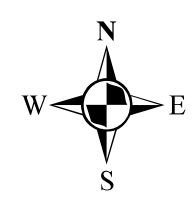
The City supplies domestic water from a combination of surface water and groundwater sources. Two water treatment plants supply domestic water by diverting water from the American River and Sacramento River. In addition to the surface water diverted from the two rivers, the City operates groundwater supply wells. Along with supplying domestic water to retail customers, the City also has agreements in place to supply water on a wholesale and wheeling basis to other districts and water purveyors including Sacramento Suburban Water District, California-American Water Company, Fruitridge Vista Water Company, and the Sacramento County Water Agency. In order to comply with the State's Urban Water Planning Management Act, the City of Sacramento has developed an Urban Water Management Plan to pursue the conservation and efficient use of available water supplies and to ensure an appropriate level of reliability in its water service sufficient to meet the needs of its customers (City of Sacramento 2011).

The City's water facilities also include water storage reservoirs, pumping facilities, and a system of transmission and distribution mains. These facilities are depicted on Figure 4-4 along with the authorized Place of Use (POU) for the Sacramento River and the American River water rights.



Legend

-  Major Roads
-  Highways
-  Waterways
-  Policy Area
-  City Limits
-  Sacramento River Water Treatment Plant
-  Reservoir



0 1 2 Miles

Data Source: City of Sacramento, 2012.

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Existing Conditions

The City owns and operates the potable water distribution system that supplies potable water throughout the city. There are 18 high lift service pumps at the Sacramento River Water Treatment Plant (SRWTP) and the E.A. Fairbairn Water Treatment Plant (FWTP), as well as 27 groundwater wells that deliver potable water to the distribution system. The City also maintains pumping facilities at ten of the city's storage reservoirs. These pump stations are of varying sizes and capacities.

The City separates water mains into two distinct categories: distribution mains and transmission mains. Water distribution mains are typically four inches to 12 inches in diameter and used to supply water for domestic and commercial use, fire suppression, and for fire hydrants. As a policy, the City requires new commercial areas to install 12-inch mains in order to maintain fire flow capacity. Transmission mains are 18 inches and larger and are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also used to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. The City determines placement of new water distribution facilities as development plans are formulated.

There are areas of the city where the transmission mains have been identified with specific deficiencies, outlined in the City's Distribution Masterplan (City of Sacramento 2005). Projects to overcome the deficiencies include the construction of reservoirs and pipelines throughout the city. Portions of the Central City system are deficient due to the poor condition of the aging water mains. The City is systematically replacing these old sections of pipe to alleviate the problem. In the North Sacramento area, there is a general lack of facilities in the area due to limited development. The City has stated that new transmission mains will need to be constructed to upgrade the system. In South Sacramento, pressure problems are a result of the distance that water needs to be transmitted from the treatment plants and a lack of storage reservoirs in the area. The City has nearly completed the Draft 2010 Water Master Plan, but few changes are anticipated from the 2005 Water Master Plan (Grant 2013).

The FWTP and the SRWTP divert water from the American and Sacramento rivers, respectively. The location of the treatment plants is identified in Figure 4-4. In 2003, the City finished an expansion of the SRWTP increasing its maximum capacity from 110 million gallons per day (mgd) to 160 mgd, although according to the 2010 Urban Water Management Plan (City of Sacramento 2011), the reliable capacity is only 135 mgd. Additional improvements are scheduled to be completed in 2016 that will restore the reliable capacity to 160 mgd. The 2003 expansion also included the construction of a new intake structure on the Sacramento River to comply with current fish screen requirements. Expansion of the FWTP completed in 2005 increased the maximum capacity of the FWTP from 90 mgd to 200 mgd, but it only has a permitted capacity of 160 mgd, and a reliable capacity of 100 mgd during peak demand times due to Hodge constraints (see Regulatory Context).

In 2011-2012, the FWTP treated an average of 42 mgd of water, while the SRWTP treated an average of approximately 64 mgd (Armijo 2013).

During low flows in the American River, diversions at the FWTP can be limited. The City of Sacramento along with the Placer County Water Agency (PCWA), the Sacramento Suburban Water Agency, and the City of Roseville have joined together to address the need for future water supply facilities to serve the region. The Sacramento River Water Reliability Study (SRWRS) includes a feasibility study to construct a new Sacramento River diversion and treatment plant along the Sacramento River located in Sacramento County which would provide additional water supply reliability

and assist in meeting the future water demand of the Cities of Sacramento and Roseville as well as PCWA and Sacramento Suburban (BOR and PCWA 2005). Public Law 106 – 554 authorized the SRWRS in 2002, but at this point in time, the SWRSR project has been placed on hold indefinitely (Armijo 2013). The US Bureau of Reclamation (USBR) is the Federal lead agency and PCWA is the local lead agency for the SWRSR project.

The City currently operates 27 active municipal groundwater supply wells within the city limits. Twenty-five of these wells are located north of the American River in the communities of North Sacramento, South Natomas and Arcade-Arden. The City wells supply the City with a maximum total capacity of about 20.7 mgd. In 2010, the groundwater supply wells pumped approximately 21.1 mgd. The City also operates 14 wells for the irrigation of parks. Although the City relies predominantly on surface water as its primary source of water supply, the groundwater well system provides flexibility in providing domestic water to the City, especially in years when there are low river flows, as well as providing water that can be delivered on a retail or wholesale basis outside the area authorized to receive delivery of the City's surface water supply.

The City operates 11 storage reservoirs, each with a capacity of three million gallons (MG) except for the Florin Reservoir, which has a capacity of 15 MG. In addition to the reservoirs, the treatment plants together maintain an on-site storage of over 44 million gallons. This water is used to meet the water demand for fire flows, emergencies, and peak hours. The current (2012) storage capacity in the city is currently adequate to serve emergency situations, but projected 2030 build out will require an additional 3 MG. A new 4 MG storage tank is currently in design and is scheduled to be completed by 2016 (Armijo 2013).

The City operates pumping facilities throughout the city. There are 18 high lift service pumps at SRWTP and FWTP. The City also maintains pumping facilities at ten of the City's storage reservoirs, and each of the groundwater wells. These pump stations are of varying sizes and capacities.

Regulatory Context

Federal

The Safe Drinking Water Act (SDWA) of 1974 gave the United States Environmental Protection Agency (EPA) the authority to set standards for contaminants in drinking water supplies. The EPA was required to establish primary regulations for the control of contaminants that affect public health and secondary regulations for compounds that affect the taste, odor, or aesthetics of drinking water. Under the provisions of the SDWA, the California Department of Public Health (DPH) has the primary enforcement responsibility. Title 22 of the California Administrative Code establishes DPH authority, and stipulates State drinking water quality and monitoring standards.

State

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an urban water management plan. Water suppliers are to prepare an urban water management plan within a year of becoming an urban water supplier and update the plan at least once every five years. The Act also specifies the content that is to be included in an urban water management plan.

It is the intention of the Legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

The State Department of Water Resources (DWR) has designed its urban planning assistance program to assist urban water suppliers to meet the requirements of the Act. Program staff assists urban water suppliers with preparing comprehensive and useful water management plans, implementing water conservation programs, and understanding the requirements of the Act.

DWR staff reviews all of the urban water management plans that are submitted to DWR in accordance with the Act. Results are provided to local and regional water suppliers through a review letter and compiled into a Legislative Report provided to the California Legislature one year after plans are due to DWR. See Section 6.3 Water Resources and Quality for Drinking Water Quality Regulations.

20x2020 Water Conservation Plan

In February 2010, the 20x2020 Water Conservation Plan was released as part of an effort to reduce stress on the environment of the Sacramento-San Joaquin Delta. The plan sets forth a statewide road map to maximize the state's urban water efficiency and conservation opportunities. The draft of this plan served as the basis for Senate Bill X7-7, which set a goal to achieve a 20 percent reduction in urban per capita water use in California by the year 2020. The law requires urban water suppliers to establish water conservation targets for the years 2015 and 2020.

The plan recommends nine categories of action to contribute to a statewide strategic approach of achieving the goals of the plan. These categories are (1) to establish a foundation for a statewide conservation strategy, (2) reduce landscape irrigation demand, (3) reduce water waste, (4) reinforce efficiency codes and related BMP's, (5) provide financial incentives, (6) implement a statewide conservation public information and outreach campaign, (7) provide new or exercise existing enforcement mechanisms to facilitate water conservation, (8) investigate potential flexible implementation measures, and (9) increase the use of recycled water and non-traditional sources of water.

The 20x2020 Plan was developed through a collaborative effort consisting of State and Federal agencies including the Department of Water Resources, State Water Resources Control Board, California Energy Commission, Department of Public Health, California Public Utilities Commission, Air Resources Board, California Bay-Delta Authority, and the US Bureau of Reclamation (State of California 2010).

Assembly Bill 1465

In 2009, the State Legislature passed Assembly Bill 1465 requiring urban water suppliers to include their water demand management measures in the Urban Water Management Plan. Suppliers are required to describe opportunities to offset potable water use by utilizing water that is already available through stormwater recapture or recycled water use.

Local

The City's surface water diversions at the FWTP are subject to limitations specified in the City's Water Forum Purveyor Specific Agreement. In extremely dry years, the City would limit its diversions of city water at the FWTP to not greater than 155 cubic feet per second (cfs) and not greater than 50,000 AFA. In all other years, the City may divert city water at the FWTP up to the full capacity of the expanded FWTP (310 cfs) so long as the flow bypassing the diversion at the FWTP is greater than the Hodge Flow Criteria. When flow bypassing the diversion at the FWTP is less than the Hodge Flow Criteria, City diversions may not be greater than 120 cfs January through May, 155 cfs June through August, 120 cfs in September, and 100 cfs October through December. The City's Purveyor Specific Agreement also includes provisions regarding potential future revision of these limitations if it can be determined that doing so would not adversely impact instream resources.

The Hodge Flow Criteria is based on flow levels established by Judge Richard Hodge in a lawsuit filed by Sacramento County, the Environmental Defense Fund, and the Save the American River Association over concern about how increased diversions by East Bay Municipal Utility District (EBMUD) could impact the Lower American River fishery. The Hodge decision applies only to diversions of water by EBMUD, but criteria based on the Hodge flow levels were utilized as a surrogate for flow levels that would not adversely impact instream resources in the City's Water Forum Purveyor Specific Agreement.

Findings

- The City's water entitlements are sufficient to serve the entire city (including future expansions of the city limits) and also provide water to other local water purveyors in need of additional water supply.
- The capacity of the City's water treatment plants currently is being expanded to approximately 360 mgd. Further expansion will occur as needed to meet projected future water demands.
- The City has identified a new conjunctive use program that will develop additional groundwater supplies for increased use during dry periods. These wells would be used less frequently during periods where the surface water supply is robust. The groundwater well system provides the City with needed flexibility in providing domestic water. To enhance this flexibility, the City anticipates expanding its groundwater pumping capacity in the future.
- Within the water system, noticeable deficiencies have been identified in portions of the community plan areas of the Central City, North Sacramento and South Sacramento.

4.3 Water Supply

Introduction

The City’s water supply comes from the American and Sacramento rivers and groundwater pumped from the North and South American Subbasins. On average, groundwater use has consisted of 15 to 20 percent of the city’s supply between 2006 and 2012. Historical deliveries are shown in Table 4-2, below.

Table 4-2 Historical Water Deliveries, City of Sacramento, 2007								
Year	Surface Water and Groundwater Supplies			Total Water Delivered				
	Population	Annual Surface Water Delivered (acre-ft/year)	Annual Groundwater Delivered (acre-ft/year)	Maximum Day Water Delivered (mgd)	Maximum Day to Average Day Ratio	Total Annual Water Delivery (acre-ft/year)	Average (mgd)	Percent change
2006	449,658	120,150	18,522	239.9	1.21	138,671	123.5	
2007	455,760	127,747	19,159	N/A	N/A	146,906	131.1	6.2%
2008	461,036	126,965	20,880	N/A	N/A	147,845	132.0	0.7%
2009	466,676	111,856	19,260	N/A	N/A	131,117	117.0	-11.0%
2010	467,575	98,855	19,216	N/A	N/A	118,071	105.4	-9.9%
2011	472,178	97,103	18,218	N/A	N/A	115,321	102.9	-2.4%
2012	N/A	102,963	17,418	N/A	N/A	120,381	107.5	4.5%

Notes:

N/A = Not available.

Source: Adapted from City of Sacramento, Department of Utilities, Water Production Summary, 2012.

Existing Conditions

Surface Water

The City possesses surface water rights to divert both Sacramento and American river water. In addition, the City entered into a water rights settlement contract with the USBR in 1957. The essence of the City/USBR settlement contract is that the City agreed (1) to limit its combined rate of diversion under its American River water rights permits to a maximum of 675 cubic feet per second (cfs), up to a maximum amount of 245,000 acre-feet per year (AFA) in the year 2030, and (2) to limit its rate of diversion under its Sacramento River water rights permit to a maximum of 225 cubic cfs and a maximum amount of 81,800 AFA. This limits the City’s total diversions of Sacramento and American river water under its water right permits to 326,800 AFA in the year 2030, as shown in Table 4-3.

Table 4-3 Settlement Contract Maximum Diversion Schedule (acre-feet/year), Sacramento/U.S. Bureau of Reclamation Contract, 2007						
Source	2010	2015	2020	2025	2030	2035
American River	170,500	189,000	208,500	228,000	245,000	245,000
Sacramento River	81,800	81,800	81,800	81,800	81,800	81,800
TOTAL	227,500	252,000	278,000	304,000	326,800	326,800

Source: Adapted from City of Sacramento 2010 Urban Water Management Plan, Carollo Engineers.

In return, the contract requires USBR to make available at all times enough water in the rivers to enable the agreed-upon diversions by the City. The City agreed to make an annual payment to USBR for Folsom Reservoir storage capacity used to meet the USBR’s obligations under the contract, beginning

with payment for 8,000 acre-feet of storage capacity in 1963 and building up, more or less linearly, to payment for the use of 90,000 acre-feet of storage capacity in 2030. The settlement contract is permanent and generally not subject to deficiencies. The City's water rights, in conjunction with the USBR contract, provide the city with a very reliable and secure water supply.

Water Forum Agreement

The City's diversions at the FWTP currently (2012) are subject to limitations specified in the Water Forum Agreement (WFA). The Water Forum was started in 1993 by a group of water managers, local governments, business leaders, agricultural leaders, environmentalists, and citizen groups with two "co-equal" goals: to provide a reliable and safe water supply through the year 2030, and to preserve the wildlife, fishery, recreational, and aesthetic values of the Lower American River. After six years of interest-based negotiations, the Water Forum participants approved the 2000 WFA.

As part of the WFA, each water purveyor signed a purveyor specific agreement that specified that purveyor's Water Forum commitments. The City's purveyor specific agreement limits the quantity and rate of water diverted from the American River at the FWTP during two hydrologic conditions: extremely dry years (i.e., "Conference Years") and periods when river flows are below the so-called "Hodge Flow Criteria" issued by Judge Richard Hodge in the *Environmental Defense Fund v. East Bay Municipal Utility District* litigation. Hodge flow conditions exist when the American River flows are below 2,000 cfs from October 15 through February; 3,000 cfs from March through June; and, 1,750 cfs from July through October 14.

At the time that the City's purveyor specific agreement was developed, there was a common understanding among the Water Forum participants that the existing flow standard applicable to the operation of USBR's water storage facilities above the Lower American River was outdated, and the parties agreed to use the Hodge Flow Criteria as a surrogate for the minimum flows necessary to preserve and protect instream resources. At that time, the Hodge flows provided the most fully developed instream flow criteria available for the Lower American River, even though these criteria were developed in connection with another entity's proposed diversions upstream at the Folsom South Canal, did not apply to Sacramento or the FWTP, and, in view of the updated instream flow management plan currently being developed by the Water Forum and USBR, are now outdated. Implementation of the flow management plan currently being developed may render these limitations at the FWTP unnecessary, and may provide a basis for removing or modifying these limitations.¹ Without these limitations, the City would require a lesser increment of additional capacity in water supply facilities to meet future demands. However, to ensure full compliance with CEQA, this EIR evaluates the City's future water supply capacity needs based on the assumption that the existing Hodge limitations at FWTP will remain in place, so that water supply capacity duplicative of capacity already existing at FWTP will be needed to provide water supply reliability when the city cannot use such FWTP capacity due to the applicability of the Hodge flow limitations.

A "Conference Year" exists when the California Department of Water Resources (DWR) projects an annual unimpaired flow into Folsom Reservoir of 550,000 AFA or less, or the projected March through November unimpaired flow into Folsom Reservoir is less than 400,000 AFA. During Conference

¹ The City's purveyor specific agreement includes provisions recognizing that the City may seek modification to the FWTP limitations if justified by analysis showing that increased diversions will not have significant adverse effects on the American River below the FWTP, such as might be the case if an updated flow management plan is adopted. This would be subject to separate environmental review and is not part of this project.

Years, the City's purveyor specific agreement limits diversions of water treated at the FWTP to 155 cfs and 50,000 AFA. Conference Years have occurred on the American River only twice during the 72 year period of record historical hydrology.

The Hodge Flow conditions and the Conference Year conditions are collectively referred to as the City's "purveyor specific agreement limitations."

The City's purveyor specific agreement limits the diversion rate at the FWTP when American River flows bypassing the FWTP are less than the Hodge Flow Criteria. Based on the CALSIM II model analysis of the 1922 to 1994 climate data, 59 percent of years will experience flows that are less than Hodge flow conditions at some time during the peak months of June through August. In comparison, when flow passing the FWTP is greater than the Hodge Flow Criteria and Conference Year conditions do not exist, the purveyor specific agreement allows diversions of American River water up to the FWTP's current maximum rate of 310 cfs (or 200 mgd). The Hodge Flow limitations result in peak day limitations but, unlike the Conference Year limitation, do not directly limit the City's annual diversion amount.

When the City's use of the FWTP is limited by the City's purveyor specific agreement limitations (as well as when these limitations are not in effect), the city can use available capacity in the SRWTP to divert water under its American River entitlements. During a Conference Year (drought) condition, assuming a maximum diversion and treatment of 50,000 AFA at the FWTP and a maximum diversion and treatment capacity of 179,400 AFA at the Sacramento WTP, the current drought limiting scenario (Conference Year) using existing facilities allows a surface water production of 229,400 AFA.

Groundwater

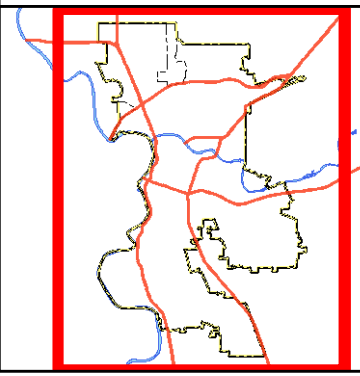
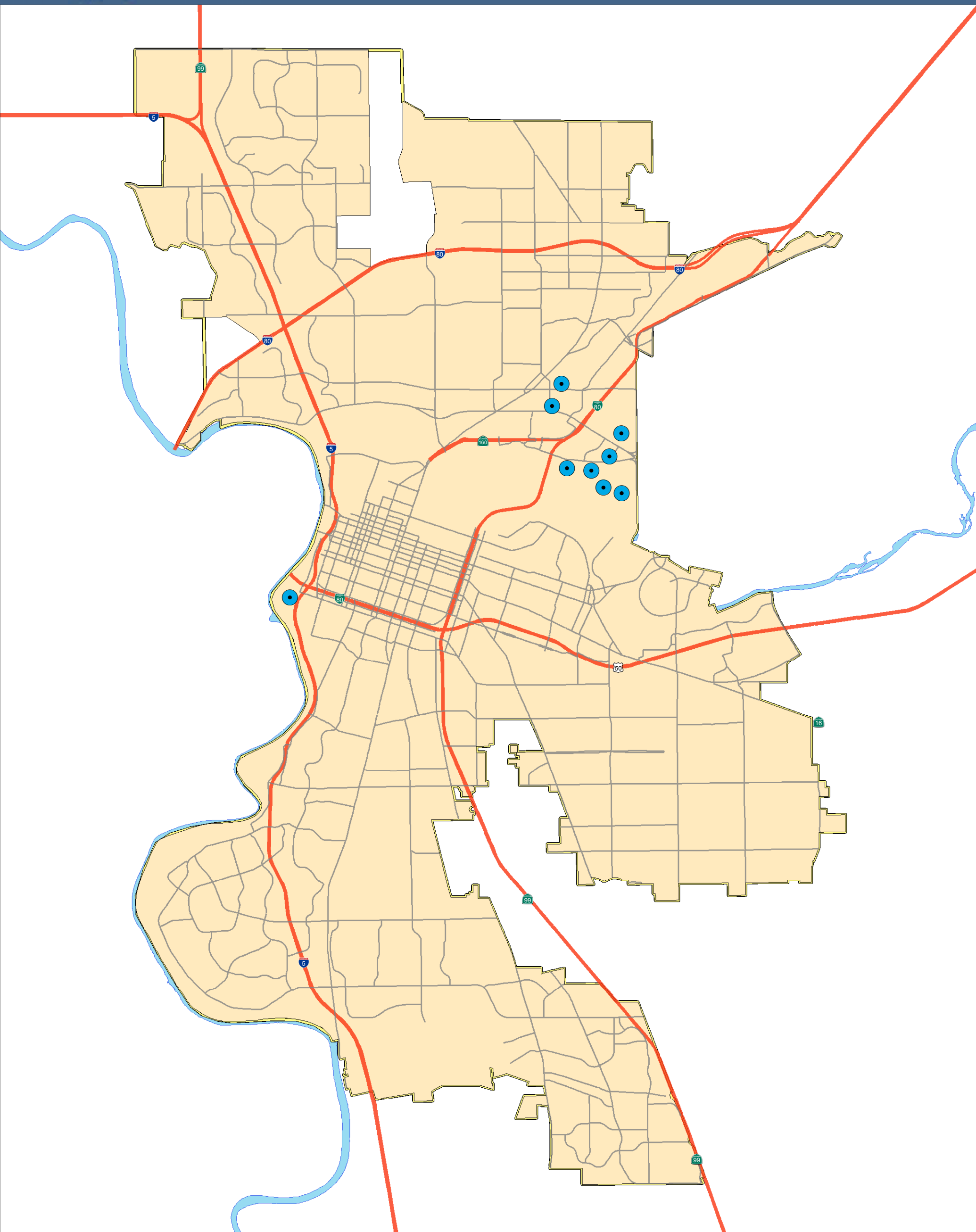
The City currently (2012) operates 27 permitted municipal groundwater supply wells within the city limits that pump from the North American and South American Groundwater basins, as shown in Figure 4-5. The City wells supply the city with about 20,800 AFY (18.8 mgd) of municipal water supply, based on the city's average groundwater deliveries from 2006 to 2010 (see Table 4-2). The City also operates 14 wells for the irrigation of parks.

Groundwater Basin

The wells pump primarily from the DWR North American Subbasin (5-21.64), with two active drinking water wells pumping from the South American Subbasin (5-21.65).

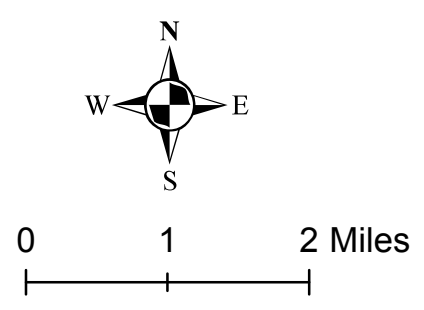
The North and South American Subbasins are described in the 2003 update to the DWR Bulletin 118-3. The underlying geology or hydrostratigraphy of both basins consists of a variety of geologic formations that make up the water bearing units. There are two aquifer systems: an upper unconfined system consisting of the Victor, Fair Oaks, Laguna, Modesto Formations, and a lower, semi-confined system in the Mehrten Formation. These geologic formations are composed of lenses and layers of inter-bedded sand, silt, and clay with coarse-grained stream channel deposits. The groundwater contained in the upper aquifer system of the Victor, Fair Oaks, Laguna, Modesto, Riverbank, and Turlock Lake Formations along with Arroyo Seco and South Fork Gravels is of superior quality compared to that in the lower semi-confined system, mainly because the water in the Mehrten Formation is higher in iron and manganese, and requires more treatment. The upper unconfined system only requires chlorination treatment to be potable (DWR 2003). Please see also the discussion in Section 6.5 Mineral Resources.

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Legend

- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits
- Groundwater Well



0 1 2 Miles

Data Source: City of Sacramento, 2012.

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In the South American Subbasin, the DWR Bulletin estimates groundwater withdrawals are in balance with recharge for the Subbasin. The conclusion is supported by groundwater levels which have stabilized after recorded declines since the 1960s. As a result of the Water Forum Successor Effort, the Sacramento County Groundwater Forum (SCGF) has developed the Sacramento County Groundwater Management Plan (SCGMP).

The North American Subbasin includes the Policy Area; DWR Bulletin 118 references a 1990 land-use based water balance for the subbasin which estimated groundwater withdrawals in excess of 285,000 AFA above annual recharge. The Sacramento Groundwater Authority (SGA) prepared an updated groundwater management plan (GMP) in 2008 for that portion of the Subbasin north of the American River and up to the Sacramento County line. PCWA prepared a groundwater storage study for the northern half of the North American Subbasin. The groundwater reports by PCWA and SGA document declining groundwater levels prior to 1992. Since 1992 a reduction of groundwater pumping has resulted in stabilized groundwater levels (PCWA 2005; SGA 2008).

The SCGF and the SGA were developed in a consensus-based process, and these included stakeholders throughout both basins. GMPs are adaptive management tools and represent a critical step in establishing a framework for maintaining a sustainable groundwater resource for the various users overlying the basins. The GMPs are consistent with the provisions of California Water Code sections 10750 et seq. Within these programs the SGA and the SCGF will continually assess the status of the groundwater basin and make appropriate management decisions.

The City is a member of both the SGA and SCGF. The SGA and SCGF share a common goal of the responsible management of the groundwater basin through a commitment to not exceed the long-term sustainable yield of the Subbasins. The SGA sustainable yield is estimated to be approximately 131,000 AFA and the SCGF sustainable yield is estimated to be approximately 273,000 AFA according to the WFA and GMPs. The sustainable yields determined through the WFA provide for sufficient groundwater pumping to meet the projected level of groundwater demand through 2030. The process to determine the sustainable yield took into account future pumping by the various groundwater users within the applicable subbasin, water quality, dewatering of wells, groundwater pumping costs, and ground subsidence.

SGA and SCGF members, in accordance with the WFA, are proceeding with a long-term conjunctive use program to responsibly manage and use the groundwater systems. A conjunctive use program accounts for the annual climatic variability of the region, whereby in normal or wet years of precipitation the water providers will divert more surface water and reduce or eliminate groundwater use, allowing the groundwater systems to recharge. This requires facilities for diversion and treatment of surface water with capacity that is sufficient to meet peak day demands with surface water during normal and wet years. In dry years when surface water diversions are reduced to maintain in-stream flows, groundwater pumping would be increased as needed to supplement the reduced diversions from the river systems. The latest version of the City's Draft Water Master Plan envisions a significant increase in maximum groundwater pumping capacity. Due to the flexible nature of a conjunctive use plan, the citywide long term yield is not anticipated to change significantly, however yield in the central basin is expected to increase (Grant 2013).

As part of this groundwater management strategy, the SGA released a Basin Management Report (BMR) for 2011 that updates the current SGA uses of the North American Subbasin. The BMR calculated groundwater pumping by SGA signatories at 65,649 AFA in 2010; this is below the agreed-

upon sustainable yield of 131,000 AFA. This is also the lowest reported purveyor pumping in the SGA area since 1983. Notably, the BMR shows that between 1997 and 2004 a cone of depression near the central part of the SGA area has rebounded by approximately five feet as a result of less groundwater pumping and utilizing more surface water by the members of the SGA.

Recycled Water

The City is participating in an advisory committee to develop a Water Recycling Master plan with the Sacramento Regional County Sanitation District (SRCSD). The advisory committee had its first meeting in December 2005. Recycled water, if used within the city, would likely be used for irrigation purposes only. Recycled water is considered safe when appropriately used and meets State and Federal regulations for its intended purposes, which, in this case, is for non-potable uses such as landscape irrigation. Financial incentives, such as subsidized water pricing, may encourage recycled water use within the city. Target areas for subsidized recycled water may include the Bartley Cavanaugh Golf Course, and public green spaces near the Regional Wastewater Treatment Plant, or other scalping plants/recycled water facilities in the future. The City is currently (2012) working with the SRCSD to explore potential future usage. No recycled water is currently included in the City of Sacramento supply projections.

Water Conservation

Even though the City possesses a reliable long-term water supply, the City is committed to reducing the demand for potable water through conservation. This is done through implementation of Demand Management Measures (DMMs); participation in the Sacramento Water Forum, which includes conformance with the Water Forum Agreement (WFA) and implementation of Best Management Practices (BMPs); and, participation in the Regional Water Authority (RWA), which includes participation in the Water Efficiency Program. The majority of the following information is provided in the City's Urban Water Management Plan (UWMP). As of 2009, the City is also required by Senate Bill X7-7 to set water conservation goals to help achieve a 20 percent reduction in urban per capita water use in California by the year 2020. Water conservation targets are to be set for the years 2015 and 2020.

In 1991, the City became a signatory to the California Urban Water Conservation Council's (CUWCC) Memorandum of Understanding (MOU) Regarding Urban Water Conservation in California. The purpose of the MOU was to expedite implementation of reasonable water conservation measures in urban areas and to establish appropriate assumptions for use in calculating estimates of reliable future water conservation savings. The 1991 MOU originally listed 16 BMPs for water conservation. In 1999, the MOU was revised to include 14 BMPs. These 14 BMPs are substantially similar to the fourteen DMMs listed in the Urban Water Management Planning Act.

The City is also a member of the Sacramento Water Forum, described previously in this section. The WFA contains seven elements which all signatories to the WFA agreed to endorse and, where appropriate, participate in. One of the elements in the WFA is related to water conservation. The Water Conservation Element of the WFA was negotiated among all stakeholders and published in August 1997 and was updated and approved by the Water Forum membership in 2009. The Water Conservation Element requires the development and implementation of a water conservation plan which includes fourteen BMPs.

The City is also a member of the RWA, which is a joint powers authority that serves and represents the interests of 22 water providers and associated agencies in the greater Sacramento area. The RWA has a Water Efficiency Program, which is a large-scale effort designed to help participating agencies fulfill commitments to implement their Water Forum water conservation plans. The program provides services with oversight via an advisory committee. Through this regional effort, purveyors are better able to manage BMP implementation projects through coordination and training of staff, regional marketing of services to customers and leveraging resources. Program components include regional public outreach and school education programs, large landscape irrigation efficiency and leak detection programs, commercial, industrial, and institutional rebate programs, and partnerships with other agencies and organizations for toilet replacement rebates and distribution of water-efficiency products targeting the restaurant and food service industry.

Water conservation in the city is accomplished through implementation of DMMs, the CUWCC's BMPs, and the WFA BMPs. The CUWCC MOU includes 14 BMPs that are substantially similar to the DMMs. The WFA includes fourteen BMPs, which are similar to the DMMs and CUWCC BMPs. The primary difference between the DMMs/CUWCC's BMPs and the WFA BMPs is that the WFA BMPs do not include high efficiency washing machine rebate programs or wholesale agency programs.

A brief description of the City's activities with respect to each DMM is provided below. Specific data was obtained from the City's Water Conservation Coordinator, the City's CUWCC Annual Reports for 2009 and 2010, and the Water Forum Annual Reports. Additional information is included in Chapter 6 of the City's 2010 UWMP.

DMM A: Water Survey Programs for Single Family and Multi-Family Residential Customers

Corresponding BMPs:

- CUWCC Residential BMP 3.1: Residential Assistance Program;
- CUWCC Residential BMP 3.2: Landscape Water Survey; and
- Water Forum BMP 1: Interior and Exterior Water Audits and Incentive Programs for Single Family and Multi-Family Residential and Institutional Customers.

The City began offering single-family and multi-family residential customers water surveys in 2002. Water survey programs typically involve residential interior and exterior water use reviews, whereby staff assists homeowners in identifying potential leaks and areas for water savings. Interior fixtures are checked and leak tested, and irrigation systems and timers are evaluated. Residents are generally provided with recommendations for improvements, plumbing retrofit kits and water conservation literature. The program is ongoing; offers are made annually to customers and advertised using bill inserts and a water conservation newsletter.

DMM B: Residential Plumbing Retrofit

Corresponding BMPs:

- CUWCC Residential BMP 3.1: Residential Assistance Program; and
- Water Forum BMP 2: Plumbing Retrofit of Existing Residential Accounts.

Under this program, water-conserving devices such as high-quality low-flow showerheads, toilet-displacement devices, toilet flappers and faucet aerators are distributed to customers. Although the City's residential plumbing retrofit program is offered to all customers, the City's program targets neighborhoods built before 1991 and low or moderately low income areas. The program is ongoing.

DMM C: System Water Audits, Leak Detection and Repair

Corresponding BMPs:

- CUWCC Utility Operations-Metering BMP 1.2: Water Loss Control; and
- Water Forum BMP 3: Distribution System Water Audits, Leak Detection and Repair

The City's approach for implementation of this DMM is different for the City's unmetered connections and metered connections. The City's infrastructure that delivers water to retail customers is the same as the infrastructure that delivers water to wholesale customers.

For unmetered connections, the City's program includes the following:

- An annually updated system map of type, size and age of pipes, pressures and leak history;
- Installation of devices or use of other methods designed to identify areas with greater than 10 percent losses;
- An on-going meter calibration and replacement program for all production and distribution meters;
- An on-going leak detection and repair program focused on high probability leak areas identified by the system map (based on pipe age and material type); and
- A complete system-wide leak detection program, repeated no less often than every ten years, unless there are special circumstances, such as age of system or planned main replacement.

For metered connections, the City's program includes the following:

- An annual system water audit, determining the difference between production and sales (to determine quantity of unaccounted-for water);
- An annually updated system map of type, size and age of pipes, pressures and record of leaks and other historic data;
- An on-going meter calibration and replacement program;
- An on-going leak detection/repair program focused on high probability leak areas identified by the system map (based on pipe age and material type); and

- A complete system-wide leak detection program, repeated when the system water audit determines losses to be greater than 10 percent, or when the losses are less than 10 percent if the program is determined to be cost effective.

Water system audits are conducted annually for areas with metered connections, the leak detection and repair program is on-going for both unmetered and metered connections, and the system-wide leak detection/repair program is implemented when water system audits determine losses to be greater than 10 percent, or when determined to be cost effective.

DMM D: Metering with Commodity Rates for all New Connections and Retrofit of Existing Connections

Corresponding BMPs:

- CUWCC Utility Operations-Metering BMP1.3: Metering with Commodity Rates for all New Connections and Retrofit of Existing Connections; and
- Water Forum BMP 4: Non-Residential Meter Retrofit & Residential Meter Retrofit.

Most of the City's residential water service accounts are unmetered and are billed at a graduated flat rate based on the number of rooms in the residence receiving the water service. Approximately 90 percent of the City's commercial water service connections are metered, and the City has an ongoing large meter replacement program for meters three inches and greater.

Historically, Section 11 of the Sacramento City Charter prohibited the installation of water meters on residential water service pipes, and did not allow the City to require residential meter retrofits. However, Section 11 of the City Charter has now been completely superseded by State law, specifically the passage of SB 229 and AB 2572. Under SB 229 (Water Code Section 525), all new residential connections installed after January 1, 1992 have been provided with a meter.

In 2004, AB 2572 enacted Water Code Section 527, that now requires an urban water supplier to: (1) install water meters on all service connections located within its service area on or before January 1, 2025; and (2) charge metered rates to customers that have water service connections for which meters have been installed, beginning no later than January 1, 2010 (provided that metered billing may be delayed for one annual seasonal cycle of water use for services being converted from flat rate to metered billing). AB 2572 became effective January 1, 2005. To meet this requirement, the City has initiated a program to retrofit approximately 98,000 residential water service connections with water meters. The estimated cost of the residential meter retrofit program is approximately \$214 million, which has been and will be funded on an ongoing basis by increases in the City's water service rates and grant funding, when available.

Wholesale water deliveries are metered and wholesale customers pay for water based on the amount they receive.

Programs for retrofitting and billing on a commodity basis are ongoing. The meter installation program will be completed by 2025, in compliance with AB 2572. The metered billing rate program was implemented in 2010, in compliance with AB 2572.

DMM E: Large Landscape Conservation Programs and Incentives

Corresponding BMPs:

- CUWCC Landscape BMP 5: Landscape;
- Water Forum BMP 5: Large landscape water audits and incentives for commercial, industrial, and institutional (CII) and irrigation accounts;
- Water Forum BMP 6: Landscape water conservation requirements for new and existing commercial, industrial, institutional and multi-family developments; and
- Water Forum BMP 12: Landscape water conservation for new/existing single family homes.

In 2003, the City started a large landscape conservation program. The City's program for large landscape conservation includes: conducting landscape surveys for customers with large landscapes (primarily parks, schools and golf courses), including irrigation system checks and review and development of irrigation schedules; providing landscape irrigation training; offering financial incentives to improve landscape water use efficiency; and providing information to customers regarding watering guidelines and regulations, and tips on landscape design, plant selection and other free programs.

The City has adopted water conserving landscape requirements which are specified in the City Municipal Code (Title 15 Building and Construction, Chapter 15.92 Landscaping Requirements for Water Conservation). These requirements define standards and procedures for the design, installation and management of landscapes in order to utilize available plant, water, land and human resources to the greatest benefit of the people of the city.

DMM F: High-Efficiency Washing Machine Rebate Programs

Corresponding BMPs:

- CUWCC Residential BMP 3.3: High-Efficiency Washing Machine Financial Incentive Program;
- WFA: No corresponding BMP.

High-efficiency washing machines use about 50 percent less water than conventional machines, using only 20 to 30 gallons of water per load, compared to 40 to 45 gallons for conventional top-loading washers. The estimated annual savings for a typical household is about 5,000 gallons per year.

In the past, the City has participated in CUWCC's LightWash Program, which offered washing machine rebated of up to \$400 for qualifying washing machines for multi-family or institutional common area laundry facilities, businesses with on-premise laundries or coin laundry stores. California energy utility ratepayers under the auspices of the California Public Utilities Commission primarily fund the program. The City provided partial funding. In fiscal year 2004, 20 commercial washing machine rebates were issued. In fiscal year 2005, 65 rebates were issued. Participation in this program ended in December 2005. In 2009, the City joined the local energy utility, Sacramento Municipal Utility District (SMUD), through a Memorandum of Understanding (MOU) to jointly implement a regional clothes washer

rebate program. The program is administered by SMUD, and co-funded by the City through the Project Agreement with the Regional Water Authority (RWA) for funding awarded by DWR for the Proposition 50 Urban Drought Assistance Grant Agreement Water Efficiency Acceleration Program. Since 2009, the rebate program has distributed 517 rebates to City customers.

DMM G: Public Information Programs

Corresponding BMPs:

- CUWCC Education-Public Information Programs BMP 2.1: Public Information Programs; and
- Water Forum BMP 7: Public Information.

The City participates in the RWA Water Efficiency Program (RWEF) Public Information Campaign. The RWEF has a regional outreach program coordinated with Support from a Public Outreach and School Education Committee comprised of RWEF member conservation coordinators and Public Information Officers. The overall goal of the RWEF is to maximize customer participation in water conservation programs. In 2010 the RWA launched a new public outreach and awareness campaign called “Blue Thumb”. The goals for this campaign are to raise awareness about the need to use water efficiently outdoors and to motivate the target audience to undertake key behaviors that are most likely to reduce outdoor water use. The target audience is residential water customers and women over age 50.

Marketing strategies to meet the 2011 and future goals of the new Public Information Campaign include a campaign website (BeWaterSmart.info), a statistically valid telephone survey, creating a unique campaign graphic identity, media outreach to announce the campaign, television and radio advertising, Public Service Announcements (PSAs), a promotional partnership with Watersense and regional Home Depot stores for Water Awareness Month, a partnership with the Sacramento River Cats and Save our Water for advertisements and promotional flyers, and collateral materials such as garden gloves, lawn signs, pledge banner and T-shirts. RWA also hosts a Speakers Bureau promoting water efficiency and training. The schedules for implementation of all events related to public information programs are ongoing.

DMM H: School Education Programs

Corresponding BMPs:

- CUWCC Education-School Information Programs BMP 2.1: School Education Programs; and
- Water Forum BMP 8: School Education.

In 2002, the City’s Water Conservation staff launched a school outreach program designed to teach children in second through sixth grades about the importance of water conservation. The hour-long program includes a water conservation video, various interactive activities and free materials such as activity booklets, stickers, pencils and water bottles.

The City participates in the RWA Water Efficiency Program (RWEPP) Public Information Campaign. The RWEPP has a regional outreach program coordinated with Support from a Public Outreach and School Education Committee comprised of RWEPP member conservation coordinators and Public Information Officers. The overall goal of the RWEPP is to maximize customer participation in water conservation programs. The RWEPP program has focused mainly on K-8 programs. RWEPP has continued to use the legacy Sacramento Bee NIE, now called Media in Education (MIE) program that originated in 1995 as part of the Sacramento Area Water Works Association (SAWWA) program in order to meet the baseline requirements for school education outreach. It includes an annual Water Conservation Pledge and Quiz Contest. It is estimated that a total of 33,932 have been educated since inception.

In fiscal year 2011, RWEPP embarked on a new program, in partnership with the BuRec's American River Water Education Center, and the Water Education Foundation to include sponsorship of Project WET schoolteacher workshops. A total of 25 teachers attended the first workshop in April 2011. RWA is currently evaluating whether a more effective school program that will reach more students is warranted.

Implementation of all programs is ongoing.

DMM I: Conservation Programs for Commercial, Industrial and Institutional Accounts.

Corresponding BMPs:

- CUWCC Commercial, Industrial, and Institutional BMP 4: Commercial, Industrial and Institutional;
- Water Forum BMP 9: Commercial, Industrial (CI) Water Conservation; and
- Water Forum BMP 16: Ultra-low Flush Toilet Replacement Program for Non-Residential Customers.

Since 2003, the City has offered and performed water use surveys for its commercial, industrial and institutional customers. The surveys include a site visit, evaluation of all water-using apparatus and processes and a report identifying recommended efficiency measures. The City has also participated in RWA's "Rinse and Save" program. Under this program, high-velocity, high-performance pre-rinse nozzles are installed free of charge in restaurants. Use of these nozzles reduces the amount of hot water needed to pre-rinse dishes for the dishwasher. Implementation of all programs is ongoing.

In 2003, the City began a CII ultra-low flow toilet (ULFT) replacement program which involved rebates from both the City and the County Sanitation District. In 2004, 90 toilets were replaced and 570 toilets were replaced in 2005.

In 2011, the City was awarded funding from the Proposition 50 Drought Assistance Grant expanding CII rebates to include the replacement of: ultra-low flow toilets, urinals, irrigation controllers, pre-rinse spray valves, and ice machines. The City will increase promoting these rebates in 2013.

Implementation is ongoing.

DMM J: Wholesale Agency Programs

Corresponding BMPs:

- CUWCC Utility Operations-Operations BMP 1.1.3: Wholesale Agency Assistance Programs;
- WFA: No corresponding BMP.

Currently (2012), the City has four wholesale agreements with other purveyors within the American River place of use. The City provides these purveyors with assistance in meeting their BMPs/DMMs, serving as a liaison with the Water Forum Successor Effort, helping customers accept BMP/DMM assistance, and improving awareness in water conservation.

The City's wholesale water service agreements have a built-in conservation incentive since the wholesale water charges are determined based on the amount of water delivered at a metered rate. In addition, all of the City's wholesale customers administer their own retail water conservation programs as noted above. The City provides conservation assistance to its wholesale customers via participation in the RWA's Regional Water Efficiency Program. The City pays annual dues to the RWA; a portion of the dues goes to funding the Program.

DMM K: Conservation Pricing

Corresponding BMPs:

- CUWCC Utility Operations-Pricing BMP 1.4: Retail Conservation Pricing; and
- Water Forum BMP 11: Conservation Pricing for Metered Accounts.

Only about seven percent of the City's total customer accounts are metered and billed based on usage. This is primarily because the City Charter has, until recently been superseded by State law (as discussed above), prohibited the metering of residential accounts. For the City's unmetered customers (primarily single-family and multi-family residential), the City currently bills a graduated flat monthly water rate based on the number of rooms in the residence. Non-residential unmetered customers are currently billed a flat monthly water rate depending on the type and size of establishment, although 90 percent of the City's nonresidential accounts currently receive metered service. For the City's metered customers (including commercial, industrial, institutional and irrigation), the City has a uniform water rate structure which includes a monthly basic service charge based on water meter size and a monthly water use charge based on actual monthly water use.

Sewer service rates also have a similar structure. Unmetered residential and other customers are billed based on a flat monthly sewer rate based on the number of rooms in the residence or type and size of establishment. Metered customers are billed based on a uniform sewer rate structure based on water meter size and actual monthly water use.

As described in DMM 4, State law requires installation of water meters on all new connections (Water Code Section 525), as well as the retrofit of all existing unmetered connections not later than January 1, 2025 (Water Code Section 527). Section 527 also requires that urban water suppliers charge metered rates to customers that have water service connections for which meters have been installed, beginning not later than January 1, 2010 (provided that metered billing may be delayed for one annual seasonal cycle of water use for services being converted from flat rate to metered billing).

Customers with meters installed prior to January 1, 2009, were switched to meter billing in 2010. Those with meters installed after January 1, 2009, will receive one calendar year of comparative billing before being switched to a metered rate. The City anticipates developing some form of tiered water rate structure within the next five years. While moving metered customers from flat rates to metered rates provides a financial incentive for water conservation, tiered rates may provide further incentive. As more meters are installed, the City will monitor water usage characteristics of residential customers to ensure any new water rate structure is fair to customers and adequately recovers costs.

DMM L: Water Conservation Coordinator

Corresponding BMPs:

- CUWCC Utility Operations-Operations BMP 1.1.1: Conservation Coordinator; and
- Water Forum BMP 14: Water Conservation Coordinator.

The Department of Utilities Water Conservation Administrator manages the City's water conservation program and supervises a water conservation program staff of eight people, including administrative and field personnel. The City provides conservation assistance to its wholesale customers via participation in the RWA Regional Water Efficiency Program (Program) Advisory Committee. Implementation of this program is ongoing.

DMM M: Water Waste Prohibition

Corresponding BMPs:

- CUWCC Utility Operations-Operations BMP 1.1.2: Water Waste Prevention ; and
- Water Forum BMP 13: Water Waste Prohibition.

The Sacramento City Code (Title 13 Public Services, Chapter 13.04 Water Service System, Article XI Water Conservation) prohibits the waste or runoff of water, establishes various limits on outdoor water use, and specifies applicable penalties. The City originally adopted this ordinance in 1990 (Ordinance No. 90-017) and most recently revised it in 2009 (Ordinance No. 2009-050 and 2009-026).

The City also has Waste Water reporting method through customer service 3-1-1 or (916) 264-5011, and responded to 1,460 waste water calls in 2009 and 2,584 calls in 2010. Water waste prohibitions are ongoing. Additional drought restrictions would be enacted by the City if water supply conditions required additional conservation measures.

DMM N: Residential Ultra-Low Flush Toilet Replacement Program

Corresponding BMPs:

- CUWCC Residential BMP 3.4: WasteSense Specification (WSS); and
- Water Forum BMP 16: Ultra-Low Flush Toilet Replacement Program For Residential Customers.

In 2003, the City started a residential ultra-low-flush toilet replacement program in coordination with RWA. This program encourages the installation of ultra-low-flush toilets in older homes by offering a rebate for each replaced toilet. Up to a \$100 rebate is available, \$50 from the City and \$50 from the Sanitation District. The program requires a pre-inspection and a post-inspection. From 2008 to 2010, the City has provided rebates for 3,900 ultra-low flush toilets and high-efficiency toilet replacements. 74 high-efficiency urinals were also replaced through the rebate program. Implementation of the program is ongoing.

Regulatory Context**Federal*****U.S. Environmental Protection Agency (EPA)***

The EPA established primary drinking water standards in the Clean Water Act (CWA) Section 304 and states are required to ensure that potable water for the public meets these standards. Standards for 81 individual constituents have been established under the Safe Drinking Water Act, as amended in 1986. The U.S. EPA may add additional constituents in the future.

State***Water Management Planning Act***

California Water Code Section 10610 (et seq.) requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 AFA, must prepare an Urban Water Management Plan (UWMP). DWR provides guidance to urban water suppliers in the preparation and implementation of UWMPs. UWMPs must be updated at least every five years on or before December 31, in years ending in five and zero. The City adopted its most recent UWMP on November 14, 2006.

Senate Bill 610 - Water Supply Assessments

Senate Bill (SB) 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the statutes of the Urban Water Management Planning Act, as well as the California Water Code section 10910 et seq.

A water supply assessment (WSA) is required for projects of a certain size and must include a discussion with regard to whether the total projected water supplies are available during normal, single dry and multiple dry water years during a 20-year projection.

The foundation document for compliance with SB 610 is the UWMP, which provides an important source of information for cities and counties as they update their general plans. Likewise, planning documents such as general plans and specific plans form the basis for the demand information contained in an UWMP, as well the water supply assessment.

Senate Bill 221- Written Verification of Water Supply

Government Code Section 66473.7(a)(1) requires an affirmative written verification of sufficient water supply prior to approval of a tentative map for projects meeting a certain size threshold. This verification, like the SB610 water supply assessment, must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region.

Drinking Water Quality

The California Department of Public Health (DPH) is responsible for implementing the Federal Safe Drinking Water Act of 1974 and its updates, as well as California statutes and regulations related to drinking water. As part of their efforts, the DPH inspects and provides regulatory oversight for public water systems within California. In addition, in the Sacramento area the Central Valley Regional Water Quality Control Board (CVRWQCB) has the responsibility for protecting the beneficial uses of the state's waters, including groundwater, and these include municipal drinking water supply, as well as various other uses.

Public water system operators are required to regularly monitor their drinking water sources for microbiological, chemical, and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in Title 22 of the California Code of Regulations as primary maximum contaminant levels (MCLs). Primary standards are developed to protect public health and are legally enforceable. Among these contaminants are approximately 80 specific inorganic and organic contaminants and six radiological contaminants that reflect the natural environment, as well as human activities. Examples of potential primary inorganic contaminants are aluminum and arsenic, while radiological contaminants can include uranium and radium.

Public water system operators are also required to monitor for a number of other contaminants and characteristics that deal with the aesthetic properties of drinking water. These are known as secondary MCLs. Secondary standards are generally associated with qualities such as taste, odor, and appearance, but these are generally non-enforceable guidelines. However, in California secondary standards are legally enforceable for all new drinking water systems and new sources developed by existing public water suppliers. The public water system operators are also required to analyze samples for unregulated contaminants, and to report other contaminants that may be detected during sampling.

20x2020 Water Conservation Plan

In February 2010, the 20x2020 Water Conservation Plan was released as part of an effort to reduce stress on the environment of the Sacramento-San Joaquin Delta. The plan sets forth a statewide road map to maximize the state's urban water efficiency and conservation opportunities. The draft of this plan served as the basis for Senate Bill X7 7, which set a goal to achieve a 20 percent reduction in urban per capita water use in California by the year 2020. The law requires urban water suppliers to establish water conservation targets for the years 2015 and 2020.

The plan recommends nine categories of action to contribute to a statewide strategic approach of achieving the goals of the plan. These categories are (1) to establish a foundation for a statewide

conservation strategy, (2) reduce landscape irrigation demand, (3) reduce water waste, (4) reinforce efficiency codes and related BMP's, (5) provide financial incentives, (6) implement a statewide conservation public information and outreach campaign, (7) provide new or exercise existing enforcement mechanisms to facilitate water conservation, (8) investigate potential flexible implementation measures, and (9) increase the use of recycled water and non-traditional sources of water.

The 20x2020 Plan was developed through a collaborative effort consisting of State and Federal agencies including the Department of Water Resources, State Water Resources Control Board, California Energy Commission, Department of Public Health, California Public Utilities Commission, Air Resources Board, California Bay-Delta Authority, and the US Bureau of Reclamation.

Assembly Bill 1465

In 2009, the state legislature passed Assembly Bill 1465 requiring urban water suppliers to include their water demand management measures in the Urban Water Management Plan. Suppliers are required to describe opportunities to offset potable water use by utilizing water that is already available through stormwater recapture or recycled water use.

Local

City of Sacramento General Plan

The City's 2030 General Plan Update contains policies and implementation measures relevant to the provision of water service. For water resources, some of the policies relevant to this issue include adopting a water policy for the city consistent with a long range adopted plan, developing and implementing financing strategies and arrangements, prioritizing funding infrastructure in depressed or infill areas, and providing water service that meets or exceeds State and Federal standards.

City of Sacramento Design Standards

Section 13 of the City's Design Standards sets forth requirements regarding the design and operation of water distribution facilities. Those requirements include standards for pipe design, fire hydrants, and specific requirements for residential, commercial and industrial water service.

4.4 Solid Waste

Introduction

This section discusses the solid waste service providers operating within the Policy Area, local solid waste facilities (as shown in Figure 4-6), and Sacramento's solid waste generation rates.

As of September 1994, the City of Sacramento closed its landfill to the acceptance of municipal solid waste. The City is working with Conergy, a solar panel manufacturer and distributor, to create a solar park at the closed landfill site (City of Sacramento 2012b).

The City collects all residential solid waste for customers within the City. Refuse from the south region of the city is transported to the Sacramento Recycling and Transfer Station (SRTS) at 8491 Fruitridge Road and refuse collected in the north region is transported to the Sacramento County North Area Recovery Station (NARS). Refuse is then hauled from both locations to the Sacramento County Kiefer Landfill. Commercial solid waste is collected by private franchised haulers and disposed of at various facilities including the SRTS, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and the Sacramento County North Area Recovery Station. In addition to collecting municipal refuse every week, the City collects garden refuse on a weekly basis, which is delivered to the SRTS and the Elder Creek Transfer Station; collects curbside recycling every other week (as of July 1, 2013), which is brought to the SRTS; and offers a neighborhood cleanup collection and one dump coupon a year to each household.

Existing Conditions

The waste stream generated in the city of Sacramento is over 420,000 tons per year, and includes everything from recycling to construction demolition material to garden refuse (City of Sacramento 2012c). The City collects approximately half of this waste (232,000) and the remainder is collected by private parties including franchised haulers and individual residents (City of Sacramento 2012c). Fifty percent of waste in the city is diverted from landfills (Thoma 2012).

In 2011, the City collected approximately 217,000 tons of refuse from residential sources, and almost 15,000 tons of refuse from commercial sources (Thoma 2012). Residential sources include all residences of one to four attached units (e.g., single family homes, duplexes, triplexes and fourplexes) and all condominiums, regardless of number of units. Multifamily residences with five units or more are considered commercial, and thus served by private haulers franchised by the Sacramento Solid Waste Authority (SWA). Just over half of the residential waste and 13,000 tons of the commercial waste were transported to landfills. (Thoma 2012) The remainder of the waste was diverted to alternative uses. The City also collected approximately 35,000 tons of residential curbside recycling, 1,200 tons of commercial recycling and 72,000 tons of garden refuse (Thoma 2012; City of Sacramento 2012c; City of Sacramento 2012f). Other sources of solid waste include scheduled pickups, neighborhood cleanup, and street sweeping. The City of Sacramento has met or exceeded the State's annual per capita disposal rate per resident (6.9 pounds per person per day) and per employee (10.8 pounds per person per day) since 2007 when the State established the targets (set at 50 percent of the 2006 disposal rate; CalRecycle 2012a). In 2011 the annual per capita disposal rate was at a low of 5.0 pounds per resident per day and 8.1 pounds per employee per day (CalRecycle 2012a). In the Sacramento Climate Action Plan adopted in 2012, the City of Sacramento committed to the goal of achieving 75 percent waste diversion by 2020

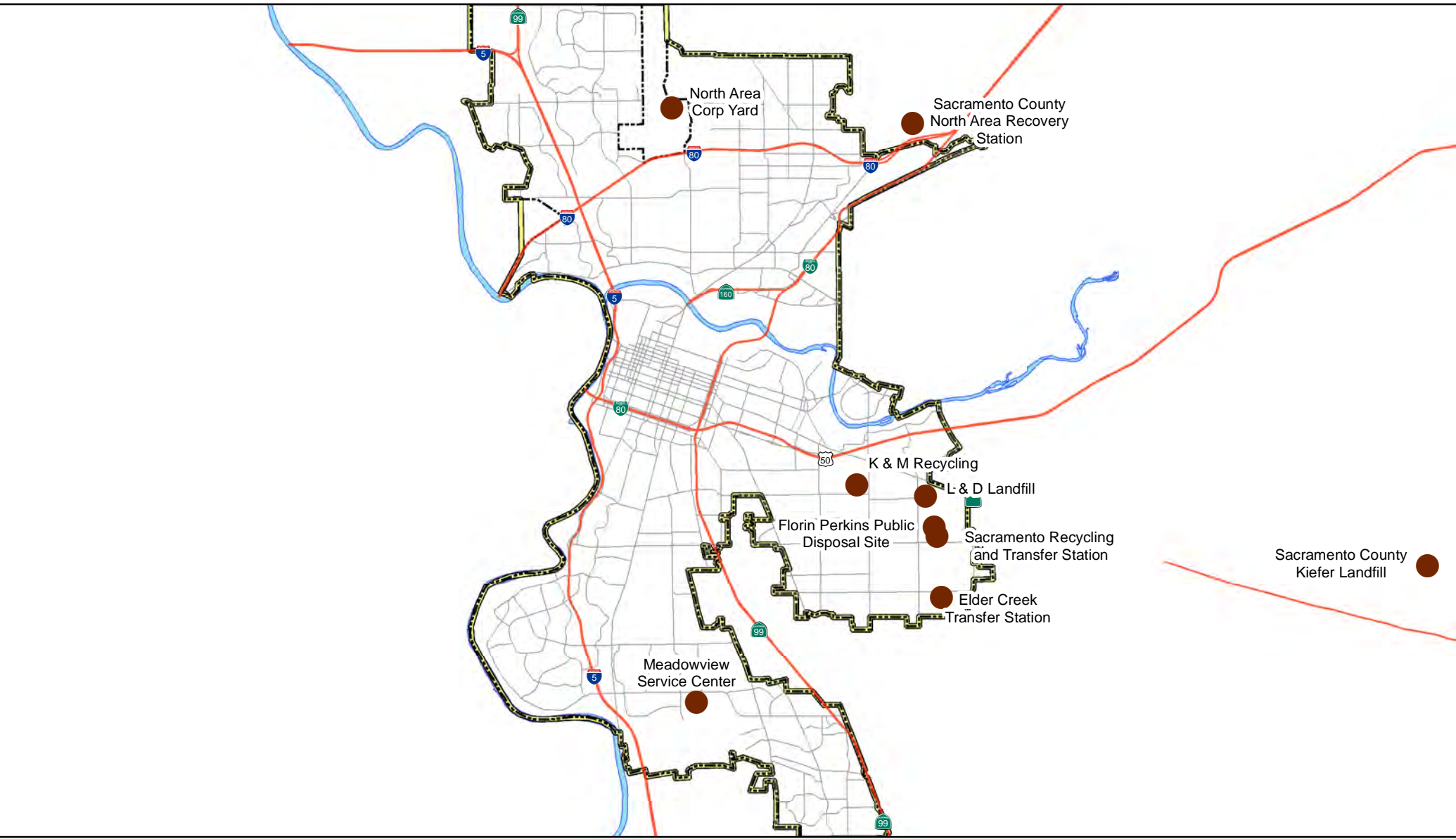
and zero waste to landfills by 2040 (City of Sacramento 2012a). To help reach this goal, the City of Sacramento committed to using 100 percent recycled paper, reducing paper use by printing and copying double-sided and using electronic documents where feasible, and reducing toner use by printing in draft mode. The City also adopted policies to recycle as many waste materials as possible and to restrict the purchase of bottled water.

On June 26, 2012, the City of Sacramento Recycling and Solid Waste Division presented the 2012 Business Plan to the City Council (SWRD 2012). Staff recommended that the Recycling and Solid Waste Division discontinue commercial waste collection and recycling services in order to focus on residential services and to avoid a 37 percent rate increase. The City discontinued commercial waste services on August 3, 2012. The Business Plan recommended reducing curbside recycling from weekly to biweekly collection, implementing year-round containerized yard waste collection (Measure T passed on November 6, 2012), providing loose-in-the-street (LITS) yard waste collection service during leaf season, increasing staffing and equipment for the illegal dumping cleanup program, and adding a pilot “dump coupon” program allowing residents to deliver up to five cubic yards of waste to the Sacramento Recycling and Transfer Station at no charge. The Business Plan also recommended restoring the Appointment Based Neighborhood Cleanup Program which allows residents to schedule one appointment per year between February and October for the collection of large refuse items. The City anticipates adopting the changes as part of the City’s Municipal Code in mid-2013, with service changes scheduled to go into effect July 1, 2013. The proposed changes will reduce carbon emissions generated by the City’s solid waste fleet by an estimated five percent, reduce fuel consumption by 83,000 gallons, and reduce truck miles traveled on City streets by 87,000 miles annually.

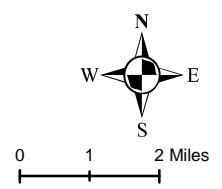
The City of Sacramento also operates a street sweeping service which sweeps more than 150,000 miles of public right-of-way every year, provides information and resources for residents interested in backyard composting, and offers household hazardous waste drop-off at the Sacramento Recycling and Transfer Station at no charge for most materials (City of Sacramento 2012d). The City provides public outreach for recycling through presentations at schools, clubs, church groups, and community groups.

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste by the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day (CalRecycle, Solid Waste Facility Permit 34-AA-0001). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer’s Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD. The landfill received over 658,000 tons in 2012 (Sacramento County). It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much, much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste (County of Sacramento 2012d). As a result, the Kiefer Landfill should be able to serve the area until the year 2065. The landfill facility sits on 1,084 acres.

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- Legend**
- Major Roads
 - Highways
 - - - City Limits
 - ▭ Policy Area
 - ▭ Waterways
 - Solid Waste Facilities



Data Source: City of Sacramento, 2012;

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Regulatory Context

Federal and State

Title 40 of the Code of Federal Regulations

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

California Integrated Waste Management Board

The California Department of Resources Recycling and Recovery (CalRecycle), which replaced the California Integrated Waste Management Board on January 1, 2010, oversees, manages, and tracks waste generated in California. CalRecycle provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State's waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites (those accepting both hazardous waste substances and non-hazardous waste).

California Department of Resources Recycling and Recovery

CalRecycle also develops, manages, and enforces waste disposal and recycling regulations. CalRecycle requires that the 50 percent diversion requirement established by AB 939 be measured in terms of per-capita disposal and goal measurement to comply with SB 1016.

Assembly Bill 939

AB 939 (1989, Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert approximately 50 percent of solid waste from landfills. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements as part of the IWMP. These elements outline programs to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill 1016

SB 1016 (2008) requires that the 50 percent solid waste diversion requirement established by AB 939 be measured by pounds per person per day. SB 1016 changed the former California Integrated Waste Management Board review process for the Source Reduction and Recycling Elements. After establishing diversion rates for the calendar year, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. On January 1, 2018, CalRecycle will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

Local

City of Sacramento Zoning Ordinance

Section 34 of the City's Zoning Ordinance requires multifamily and other nonresidential development projects to incorporate mitigation measures that address the recycling and reduction of solid waste for new land development. Such measures may also require retrofitting of existing development within two years of notification by the City to do so.

City of Sacramento Construction and Demolition Debris Recycling Ordinance

On March 1, 2009, the City adopted a Construction and Demolition Debris Recycling Ordinance. The ordinance applies to all building permits over \$250,000 in value, as well as all down-to-the-ground demolition permits. As of January 1, 2011, the ordinance was updated to include all new construction per the State's CALGreen building code update. Applicable projects must divert (i.e., recycle or reuse) 50 percent of all generated debris, then provide a waste log showing the 50 percent diversion requirement was met. The Ordinance also institutes a fee for filing the Waste Management Plan required for the City to issue a building permit.

Sacramento Climate Action Plan

The Sacramento Climate Action Plan, adopted in 2012, includes the goal of achieving 75 percent waste diversion by 2020 and zero waste to landfills by 2040.

Findings

- The City collects all of the residential waste within the City. This includes all residences of one to four attached units and all condominiums, regardless of number of units.
- All solid waste picked up by the City for landfill is transported to the Sacramento Recycling and Transfer Station and the Sacramento County
- North Area Recovery Station, where it is then hauled to the Sacramento County Kiefer Landfill.
- Kiefer Landfill is the primary municipal solid waste disposal facility for private haulers. The Kiefer Landfill received over 658,000 tons of waste in 2012 and has a permitted capacity of over 17 million cubic yards.
- The City offers multiple programs including biweekly curbside recycling, weekly garden refuse pickup, one appointment-based annual neighborhood cleanup for each household, and a dump coupon for each household as well.
- The City of Sacramento has met or exceeded the State's annual per capita disposal rate per resident and employee since the State established the targets in 2007.

4.5 Electricity

Introduction

The Sacramento Municipal Utility District (SMUD) is responsible for the acquisition, generation, transmission and distribution of electrical service to customers for the City of Sacramento. SMUD's 900 square mile service territory also includes most of Sacramento County and a portion of Placer County. For the year ending December 2011, SMUD served a population of approximately 1.4 million with a total annual retail load of approximately 10.385 million megawatt-hours.

In 1923, citizens voted to create SMUD as a community-owned electric service. SMUD began service in 1947, once the California Supreme Court denied PG&E’s final petition to halt the sale of the electrical company in March 1946.

SMUD generates 1,745 megawatts (MW) of power and buys 1,192 MW of power to meet the region’s power demands. SMUD supplies power through a distribution grid that is a looped system, which provides for more reliable power.

Existing Conditions

Power Supply Resources

Table 4-4 shows information concerning SMUD’s power supply resources as of December 31, 2011. Capacity availability reflects rated or nameplate capacities at SMUD’s load center, as well as entitlement, firm allocations and contract amounts.

Table 4-4 Power Supply Resources	
<i>Source</i>	<i>Capacity Available (MW)¹</i>
Generating Facilities	
Upper American River Project (hydroelectric)	684
SMUD-Solano Wind Project ²	48
Solar Photovoltaic ²	1
Sub-total:	733
Local Gas-Fired Plants:	
SFA (Cosumnes)	500
SPA (Campbell Soup)	163
SPA (McClellan)	72
SCA (Procter & Gamble)	179
CVFA (Carson-Ice)	101
Sub-total	1,015
Purchased Power	
Western Area Power Administration	443
Iberdrola	130
Pacific Power & Light (“PP&L”)	100
Solano Wind	60
Iberdrola (PPM) Wind	35
Iberdrola (Simpson) Biomass	34
Avista	75
Other Long-Term Contracts	189
Committed Purchases ³	125
Sub-total⁴	1,192
TOTAL⁴	2,941

Notes:

1. Available capacity is the net capacity available to serve SMUD’s system peak load.
 2. Solar and wind supply resources are intermittent and are shown at the average historical capacity over the past 3 years between 3:00 p.m. and 8:00 p.m., which SMUD considers its peak period.
 3. Committed Purchases are primarily purchased on a year-ahead to season-ahead basis from various sources.
 4. Totals may not add due to rounding.
- Source: SMUD, 2012.

Power Resources

SMUD produces power through hydroelectric, thermal (natural gas), wind and solar resources. SMUD prepares an Integrated Resource Plan (IRP) that includes targets for system demand, system energy sales, renewable energy, and greenhouse gasses. The IRP evaluates various methods and options to meet SMUD's long-term needs and evaluates the impacts of various resource portfolios on SMUD's strategic policies.

Hydroelectric

SMUD's Upper American River Project (UARP), a hydroelectric facility on the western slope of the Sierra Nevada, produced the majority of SMUD's generated power. This project is comprised of three relatively large reservoirs (Union Valley, Loon Lake and Ice House), eight small reservoirs, and eight powerhouses. The UARP was granted a 50-year license under the Federal Power Commission (FERC) in 1957. SMUD is currently in the process of renewing this license for an additional 50-year period. The relicensing process is anticipated to be complete in 2013.

Renewables

SMUD operates the Solano Wind Project, two photovoltaic generating facilities, and two geothermal units. The power sources account for a small but important portion of the electricity generated by SMUD, since it is part of an effort to expand SMUD's renewable energy supplies.

Solano Wind Project

In 2012 SMUD completed the third phase of the Solano Wind Project, which more than doubled the project's capacity for energy generation.

Solar Photovoltaic

SMUD has installed approximately 1 MW of solar photovoltaic generating facilities in Placer County and other parts of the service territory, which accounts for less than 1 percent of SMUD's energy resources. SMUD contracts for 98.5 MW of solar resources through its Feed-in Tariff program.

Local Gas-Fired Plants

SMUD currently has five local natural gas-fired plants in its service territory including the CVFA Carson Cogeneration Plant, the SCA Procter & Gamble Cogeneration Plant, the CPA Campbell South Cogeneration Plant, the SPA McClellan Gas Turbine Plant, and the Cosumnes Power Plant. The local gas-fired plants provide SMUD with needed voltage support and the reliability inherent in having power resources located close to demand loads. The cogeneration plants provide for efficient power and utilize waste heat from adjoining business uses. The McClellan Power Plant operates as a peaker power plant, which generally runs only when there is high demand, known as peak demand, for electricity. SMUD has a number of agreements to purchase and transport natural gas to these power plants. Some of the gas supply is from renewable sources such as landfill gas and digester gas, which is converted into usable natural gas and transported to SMUD facilities.

To deliver the natural gas to power plants, SMUD has constructed a natural gas pipeline, purchased an equity interest in two PG&E backbone gas transmission lines, and contracted for capacity on a number of existing interstate natural gas transmission lines.

SMUD has a number of power purchase agreements to help meet its power requirements. These agreements include biomass, small hydro, and wind energy from Pacific Northwest, and small hydro and biogas resources in the service territory and other parts of northern California. SMUD also has a contract to procure geothermal energy from Nevada, from a facility that is currently under construction.

Demand Side Management

SMUD has sufficient resources to provide capacity and energy in the short term. In the long run, SMUD will need new resources to provide both capacity and energy, but energy efficiency and demand response will help meet those needs.

Early this year, SMUD wrapped up the installation of more than 600,000 smart meters throughout the service territory. This smart grid will help SMUD to integrate renewable resources into electrical service, reduce environmental impacts by reducing the number of SMUD vehicles on the road each day, by supporting renewable generation, by providing residents with information on how to reduce their energy consumption and by increasing energy efficiency. Now SMUD is working with the community partners to test smart-grid technologies. Under Smart Sacramento®, SMUD launched several pilot programs to test in-home displays (monitors energy use), Smart thermostats, energy-management systems and dynamic pricing – all of which are designed to help customers manage their energy use and save on electricity costs. Load management programs allow SMUD to reduce the load on the electric system by cycling residential air conditioners, and calling upon customer/industrial customers to curtail energy usage when energy usage is constrained during the summer or for system emergencies. Load management programs are projected to allow SMUD to reduce peak load by about 170 MW, or about 5 percent of SMUD’s maximum system peak demand.

SMUD will be expanding customer loan-program options and streamlining loan origination and servicing to make it easier for our residential customer to invest in energy efficiency.

In 2013, SMUD will expand the outreach to its commercial customers through the Complete Energy Solutions program, providing turnkey energy efficiency solutions for small to mid-sized businesses throughout the service area. The program offers rebates that cover up to 80 percent of project costs for small business and up to 60 percent for mid-sized businesses. Business customers also could save as much as 20 percent on their energy bills.

Automation equipment continued to be added to distribution lines to help control the grid and speed outage restoration work. SMUD completed automation of 40 substations in 2012 to allow for remote monitoring.

In 2012, the City adopted the Sacramento Climate Action Plan which establishes the goals to achieve zero net energy in all new construction by 2030 and achieve an overall 15 percent reduction in energy usage in all existing residential and commercial buildings by 2020 (City of Sacramento 2012c). In addition, the 2030 General Plan includes the goal of reducing energy demand 25 percent by 2030 compared to 2005 levels (City of Sacramento 2009). In 2008 the U.S. Department of Energy designated Sacramento as a Solar America City and in 2011 the City entered the Cool California Challenge to reduce the Sacramento’s carbon footprint. The City has completed several energy efficiency and renewable energy improvements, installing solar panels on four of its existing facilities and completing energy retrofits at all eight City-owned parking garages, the Central Library, and the

Pannell Meadowview Community Center (City of Sacramento 2012a). The City has also established a flat fee for residential and commercial solar projects and has continued to waive permit fees for solar photovoltaic systems and solar water heaters on existing residential developments.

The Sustainability Master Plan outlines the ways that the City of Sacramento will conserve energy (City of Sacramento 2007). The City has instituted policies to turn on lights and computers only when in use, to use only compact fluorescent bulbs, and to regulate the temperature of City facilities. The City also requires that its facilities are designed and operated to achieve the highest level of energy efficiency, with a minimum goal of a LEED silver rating.

Regulatory Context

Federal

SMUD is not a public utility as defined by the Federal Power Act. Accordingly, FERC does not regulate SMUD's rates or terms and conditions of service. Instead, SMUD's rates are set by its Board of Directors. Although SMUD's rates, terms, and conditions of service are not regulated by FERC, SMUD's Board has adopted an open access transmission tariff that is substantially similar to the pro forma tariff adopted by FERC jurisdictional utilities.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. FERC reviews proposals to build liquefied natural gas (LNG) terminals and interstate natural gas pipelines, and licenses hydropower projects. The Energy Policy Act of 2005 gave FERC additional responsibilities, including: promoting the development of a strong energy infrastructure; open access transmission tariff reform; and preventing market manipulation.

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a State agency created by constitutional amendment to regulate privately-owned telecommunications, electric, natural gas, water, railroad, rail transit, passenger transportation, and in-state moving companies. The CPUC is responsible for assuring California utility customers have safe, reliable utility services at reasonable rates. As a local publicly owned electric utility, SMUD does not fall within the jurisdiction of the California Public Utility Commission. Instead, SMUD is regulated by the Municipal Utility District Act (Public Utilities Code of the State of California, Division 6). SMUD's Board of Director establishes it policies and rate through a public process.

SMUD is also subject to the regulatory authority from the California Energy Commission (CEC). The CEC, created in 1974, is California's primary energy, policy and planning agency responsible for developing energy forecasts, developing and recommending state energy policies and managing certain energy research and renewable support mechanisms. The CEC has regulatory authority over SMUD with respect to baseload power plant emission performance standards, provision of energy data necessary for forecasting and planning, establishment of energy efficiency targets, enforcement of the renewable portfolio standard, and solar incentive program protocols. In addition the CEC has siting authority over thermal power plants 50 MW or above in the state, and SMUD's existing thermal power plants need CEC approval for changes in their license conditions.

Senate Bill 1078

The Renewables Portfolio Standard (RPS) program was established in 2002 by SB 1078 and was recently modified by in SBx1-2 in 2011. This latest bill established a 33 percent RPS requirement by 2020, included three "subcategories" of RPS procurement with specific minimums or maximums for those categories, required publicly-owned utilities (POU) to follow the state's RPS mandates, and established roles for the CEC and the Air Resources Board for enforcement of the mandates on POU's.

SMUD was the first large California utility to have 20 percent of its power supply come from resources classified as renewable and is on track to reach the 33-percent mark by 2020. At the end of 2012, roughly 32 percent of SMUD's power mix came from renewable sources including renewable generation serving 4 percent SMUD's customers from the voluntary Greenergy® program. Greenergy® provides customers the option to offset all or part of their energy usage with energy generated from renewable, natural sources such as the sun, wind, water, biological methane gas. This program enables our customer-owners to take an active role in making a choice for a cleaner, healthier environment, contribute to energy independence, and to reduce their carbon footprint. Factoring in the non-carbon emitting electricity generated in the Upper American River Project and SMUD's share of Western Area Power Administration's hydro, roughly 50 percent of SMUD's power comes from resources that don't emit carbon and increase greenhouse gases.

SMUD provides multiple Green Power programs for residential and commercial customers to help preserve natural resources and reduce pollution.

California Senate Bill 1 (SB 1), enacted in 2006, required a target of 3,000 MW of customer-sited solar energy systems to be installed within 10 years, and established goals to have solar energy systems installed on 50 percent of new residential developments and require funds to be collected and used for incentives for those distributed solar systems. SMUD has a program in place to offer of the required incentives over a 10-year period to achieve 125 MW of these installations, based on SMUD's proportionate share of statewide load. SMUD continues to work with the City of Sacramento and other jurisdictions within its service territory to site additional solar and other beneficial renewable resource projects.

In 2006, the Global Warming Solutions Act (AB 32) was signed into law, which required the California Air Resources Board (CARB) to adopt enforceable greenhouse gas emission limits and emission reduction measures in order to reduce greenhouse gas emissions to 1990 levels by 2020. As a part of this measure, CARB adopted cap-and-trade regulations in 2011. The cap-and trade program covers sources accounting for 85 percent of California's greenhouse gas emissions. Offset credits, obtained from ARB certified projects that reduce GHG emissions outside of the cap-and-trade program, will be allowed for up to 8 percent of entities' obligations. The new cap-and-trade system provides market

incentives for emissions reductions that complement other AB 32 programs, such as the Renewable Portfolio Standard for electric utilities.

SMUD was the first electric utility to support AB 32. As of January 2013, utilities and most of the state's industrial sector must hold "compliance instruments" for every ton of GHG emissions they produce. The state will issue a set- or capped-volume of carbon allowances which will shrink every year. Publicly owned utilities such as SMUD have been allocated allowances intended to cover emissions for serving their retail load and have the option of offering their carbon allowances for sale in quarterly state auctions. SMUD participated in the first and second held auctions held on November 14, 2012 and February 19, 2013. In between auctions there will be daily trading of California carbon allowances on secondary markets.

CARB also adopted a Low Carbon Fuel Standard (LCFS) in 2009. The LCFS seeks to achieve a 10 percent reduction in transportation fuels average carbon intensity by 2020. To address this measure, SMUD is working with SACOG and other local jurisdictions to support increased adoption and usage of plug-in electric vehicles (PEV) and to provide for PEV readiness within the region. This regional collaborative council provides for strategic planning of PEV facilities and public infrastructure, works with the local jurisdiction to streamline processes to enhance PEV infrastructure within the region and educates workforce professionals on rebates, products, and codes/regulations.

In 2009, the Legislature enacted the Sacramento-San Joaquin River Delta Reform Act (DRA). The DRA required the development of a comprehensive long-term management plan to provide a more reliable water supply for California and to protect, restore and enhance the Delta ecosystem. DRA created the Delta Stewardship Council (DSC) to develop a Delta Plan and directed the California State Water Resources Control Board (Water Board) to develop new flow criteria.

The Water Board released its proposed flow requirements in 2010, which proposed Delta outflow requirements of 75 percent unimpaired flow from January through June and unimpaired flow for Sacramento River inflow to the Delta of 75 percent from November to June. The report did not consider any balancing of public trust resources, e.g., effects on upstream fish, water or power interests. SMUD joined with a coalition of water and power users to study the impacts of the flow criteria. The study concluded that the flow criteria would have significant impact on the amount and timing of hydroelectric production for the State Water Project and the Central Valley Project. The study concluded that hydroelectric production from the Central Valley Project would decrease between 50 and 53 percent depending on annual water conditions. In addition, hydroelectric production generation would be increased by 50 percent in the spring months and correspondingly decreased product in the summer and fall months when it has greater value. SMUD's purchase power agreements would also be affected, as there would be a reduction in available power. The Water Board later conducted an informational proceeding to receive input regarding the flow objective report as well as other possible solutions for restoration of the ecosystem. At that proceeding, the Water Board indicated it would not implement the 75 percent solution.

On January 24, 2012, the Water Board noticed a proceeding to update the 2006 Water Quality Control Plan for the San Francisco/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan), which sets forth applicable water quality standards for Bay-Delta water sources. As part of this process, the Water Board held three workshops to receive input on particular topics, including told for evaluating hydropower impacts. At this writing, the Water Board has noticed a comment period on a summary of the workshop input. No water standards have yet been proposed.

The Water Board also has been conducting a separate proceeding on the San Joaquin River to update San Joaquin River flow and southern Delta water quality requirements included in the Bay-Delta Plan. On December 31, 2012, the Water Board released Draft Substitute Environmental Document in Support of Potential Changes to the Water Quality Control Plan for the Bay Delta: San Joaquin River Flows and Southern Delta Water Quality for public review and comment.

Because the Water Board will institute water rights proceedings to implement its water quality standards on the Sacramento River and its tributaries once those standards are set, upstream water and power interests will remain involved to ensure impacts on water and power are considered and their interests are protected

California Code of Regulations, Title 24

Energy consumption of new buildings in California is regulated by State Building Energy Efficiency Standards, Title 24 contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. Title 24 is the minimum requirement for energy efficiency. Effective January 1, 2011, CALGreen is California's first green building standards code and a first-in-the-nation State-mandated green building code. It is formally known as the California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations. CALGreen establishes mandatory minimum green building standards and includes more stringent optional provisions known as Tier 1 and Tier 2. Cities and counties, at their discretion, may adopt Tier 1 or Tier 2 as mandatory or adopt and enforce other standards that are more stringent than the CALGreen Code. The City of Sacramento adopted Tier 1 Building Code standards for all new development, effective January 1, 2014.

Local

Sacramento Green Building Program

In 2007 the Sacramento City Council adopted a Green Building Program to promote sustainable private development. The program includes previously adopted green building guidelines (i.e., LEED and GreenPoint), voluntary green building checklists for developers, and a Green Building Task Force.

Sacramento Climate Action Plan

In 2011 the Sacramento City Council adopted the Sacramento Climate Action Plan, which includes the goals to achieve zero net energy in all new construction by 2030 and achieve an overall 15 percent reduction in energy use in all existing residential and commercial buildings by 2020. In addition, the 2030 General Plan includes the goal of reducing energy demand 25 percent by 2030 compared to 2005 levels.

SMUD Transmission Guidelines

In 2012, the SMUD Board of Directors adopted new Transmission Guidelines. The guidelines are designed to assist developers and engineers through the process of developing property within or adjacent to SMUD's existing electric transmission easements, assists in planning of new transmission lines, minimized potential negative impacts to SMUD's facilities, and increases public safety around transmission lines. The guidelines are an aid to streamline SMUD's plan review process.

Findings

- SMUD provides electrical service to the City of Sacramento. SMUD is a leading utility in procuring renewable power, and has significant large hydro resources. The largest source of SMUD's generated power is from natural gas facilities. In addition, SMUD recently completed 98.5 MW of local solar contracts through a Feed-In Tariff and an addition to the Solar Wind Project.
- In 2007 the City of Sacramento adopted a Green Building Program which includes previously adopted green building guidelines (i.e., LEED and GreenPoint), voluntary green building checklists for developers, and a Green Building Task Force.

4.6 Natural Gas

Introduction

Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the Policy Area. This section describes the sources and transmission methods used to provide Sacramento with natural gas.

Existing Conditions

PG&E supplies natural gas to the Sacramento area. During the winter, most natural gas resources are imported from Canada on a supply and demand basis, and the balance is supplied from California production wells.

During the summer, this ratio is reversed. During the summer, when gas prices are lower, gas is stored in underground holders for use during winter peak use periods.

In 2009 PG&E replaced Line 108, an 11 mile long natural gas transmission line, with a 24 inch diameter line, and installed a pressure limiting station at Elk Grove (Walker 2009). PG&E is currently working on additional improvements to this line in the Sacramento area. PG&E also recently installed approximately 25,000 feet of 12 inch transmission main through the former Mather Air Force base to a new Distribution Regulator Station located in Rancho Cordova that will supply power to East Sacramento.

PG&E is currently (2012) working on installing 12 miles of 30 inch pipe from the Placer Vineyard Development to Baseline Road in Roseville and installing 14.3 miles of 30 inch pipe in Yolo (PG&E 2011). PG&E will also replace 6,000 feet of 24 inch pipe from Meadowview to Morrison Creek. These improvements will reduce the overall cost of meeting customer load growth over the next 15 years, avoid stranded assets, and ensure reliable service to customers in Sacramento, El Dorado, South Sutter, and Placer counties.

PG&E created a comprehensive roadmap of natural gas safety actions to comply with the requirements of SB 705 (1998). The safety roadmap includes creating a "safety first" culture within the company; building a new advanced training facility; ensuring the company workforce is highly skilled; hiring additional workers to focus on safety; and increasing system awareness by combining the gas

transmission control center, distribution control center, and dispatch center into one facility for a tightly coordinated front line (PG&E 2012). PG&E has also completed critical gas safety work to validate maximum allowable operating pressure, to automate pipeline valves, to conduct strength testing, and to establish real-time operating data as a trigger for 911 notification. The utility has not identified any major service problems within the city. Additional improvements are generally made as the need arises to meet customer demand.

Regulatory Context

Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. FERC reviews proposals to build liquefied natural gas (LNG) terminals and interstate natural gas pipelines, and licenses hydropower projects. The Energy Policy Act of 2005 gave FERC additional responsibilities, including: promoting the development of a strong energy infrastructure; open access transmission tariff reform; and preventing market manipulation. State

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a State agency created by constitutional amendment to regulate privately-owned telecommunications, electric, natural gas, water, railroad, rail transit, passenger transportation, and in-state moving companies. CPUC is responsible for assuring California utility customers have safe, reliable utility services at reasonable rates while also protecting utility customers from fraud. CPUC regulates the physical construction of electric generation, transmission, or distribution facilities, and the local distribution pipelines for natural gas (CPUC Decision 95-08-038). CPUC also regulates rates and charges for basic telecommunication services.

California Energy Commission

The California Energy Commission (CEC) is California's primary energy policy and planning agency. Created in 1974, it is charged with six major responsibilities:

- Energy forecasting;
- Promoting energy efficiency and conservation through appliance and building efficiency standards;
- Financially supporting public interest energy research ;
- Developing green energy resources and technologies for buildings, industry, and transportation;
- Licensing large thermal power plants; and
- Planning for state response to energy emergencies.

California Energy Action Plan

To ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies are provided, CPUC and CEC prepared an Energy Action Plan in 2005. The goal of the EAP is to secure California's electricity and natural gas supply through policies, strategies, and actions that are cost-effective and environmentally sound. CPUC and CEC intend to achieve the following goals:

- Meet California's energy growth needs while optimizing energy conservation and resource efficiency and reducing per capita electricity demand;
- Ensure reliable, affordable, and high-quality power supply for all regions of the state by building sufficient new generation;
- Upgrade and expand electricity transmission and distribution infrastructure and reduce the time to bring needed facilities on line (it usually takes at least seven years to develop a new transmission facility);
- Promote customer and utility-owned distributed generation; and
- Ensure a reliable supply of reasonably priced natural gas.

Senate Bill 705

SB 705 (2011) requires California's gas corporations to provide periodic updates on gas system safety actions to CPUC. Gas corporations must prepare and submit a plan including measures to increase commission-regulated gas pipeline facility safety for CPUC review by December 31, 2012. The plan must describe how the gas corporation will implement the policies and achieve the specific objectives outlined in the document.

Local

There are no local regulations directly applicable to natural gas.

Findings

- PG&E supplies natural gas to the Sacramento area. During the winter, most natural gas is imported from Canada, and the balance is supplied from California production wells.

4.7 Telecommunications

Introduction

Telecommunication service to the city is provided by AT&T, Sprint, Comcast, Surewest, MetroPCS Wireless, Verizon Communications, Inc., Integra Telecom Holdings, Inc. (ITH), Digital Path, Inc., Frontier Communications Corporation, Level 3 Communications, LLC, and Earthlink Business

Existing Conditions

AT&T

In 2005 SBC acquired AT&T and kept the AT&T company name and branding for the merged entity (AT&T 2012a). AT&T Local Services supplies data communications, 911 service, high-speed local and long distance telephone service to most of the Sacramento Area. AT&T provides broadband technology, fiber optic cable, cable modem, and DSL services (NBM 2011a).

AT&T has already installed the majority of telecommunications facilities needed for service in Sacramento and generally completes additional improvements or relocations as the need arises to meet customer demand. AT&T plans to provide 4G LTE service, which provides faster mobile internet speeds, to Sacramento by the end of 2012 (AT&T 2012b).

Sprint

Sprint supplies wireless and long distance telephone service to most of the Sacramento Area (NBM 2011i). Sprint serves the Sacramento area with a combination of underground facilities and above ground cellular towers. Sprint generally completes additional improvements or relocations as the need arises to meet customer demand.

Comcast

Comcast provides local and long distance phone, high-speed internet, and cable television service to the Sacramento Area. Comcast serves the Sacramento area with a combination of underground and overhead fiber optic cable and copper coaxial cable (NBM 2011b). The signal is generated at a Digital Access Carrier system (DAC) in Denver and distributed to seven main hub sites throughout the service area, from which local service is distributed (Stokes 2012). Comcast generally completes additional improvements or relocations as the need arises to meet customer demand.

Surewest

Surewest supplies local and long distance telephone service, wireless, digital television, and internet to the Sacramento Area (NBM 2011j). Surewest serves Natomas, Arden, East Sacramento, and Downtown Sacramento. Surewest also serves the areas of Carmichael, Fair Oaks, Citrus Heights, Antelope, and Elk Grove.. Services are provided for both commercial and residential customers (NBM 2011j). Types of service provided by Surewest vary throughout the Sacramento area. Surewest generally completes additional improvements or relocations as the need arises to meet customer demand.

MetroPCS Wireless, Inc.

MetroPCS Wireless, Inc. (MetroPCS) provides high speed phone service to the Sacramento area (NBM 2011h). MetroPCS provides residential and commercial 4G LTE wireless services. MetroPCS generally completes additional improvements or relocations as the need arises to meet customer demand.

Verizon Communications, Inc.

Verizon Communications, Inc. (Verizon) provides high speed phone and internet, and cable TV services to the Sacramento area (NBM 2011k). Verizon provides residential and commercial 4G LTE wireless and FiOS broadband internet services. Verizon generally completes additional improvements or relocations as the need arises to meet customer demand.

Integra Telecom Holdings, Inc.

Integra Telecom Holdings, Inc. (ITH) provides data communications, internet feed, and local and long distance voice communication services to the Sacramento area for non-residential customers. ITH serves the Sacramento area with a combination of underground and overhead fiber optic cable and copper cable (NBM 2011f). The company has fiber optic connections to most AT&T switching sites. Some customer sites may be connected to ITH facilities using AT&T's T-1 connections. ITH generally completes additional improvements or relocations as the need arises to meet customer demand.

Digital Path, Inc.

Digital Path, Inc. (DPI) provides high-speed phone and internet services to the entire Sacramento Area (DBM 2011c). DPI provides residential and commercial services through a network of microwave towers and relays running from the Bay Area to the northern edge of California (DPI 2012). DPI generally completes additional improvements or relocations as the need arises to meet customer demand.

Frontier Communications Corporation.

Frontier Communications Corporation (FC) provides high speed phone and internet, and Dish TV services to certain areas in South Sacramento near Meadowview and Elk Grove (NBM 2011e). FC provides residential and commercial services through fiber optic cable and Asymmetric xDSL (NBM 2011d). FC generally completes additional improvements or relocations as the need arises to meet customer demand.

Level 3 Communications, LLC.

Level 3 Communications, LLC (L3C) provides high speed phone and internet services to only a few areas in Natomas and Arden (NBM 2011g). L3C provides commercial broadband technology fiber optic cable, cable modem, and DSL services (NBM 2011g). L3C generally completes additional improvements or relocations as the need arises to meet customer demand.

Earthlink Business.

Earthlink Business (Earthlink) provides high speed internet services to select businesses throughout the Sacramento area. In 2006, Earthlink acquired New Edge Holding Company to provide virtual private network (VPN) services to commercial customers using various broadband access technologies including all types of DSL, Frame Relay, ATM, cable modems, and satellite (NEN 2006; NBM 2011d). Earthlink generally completes additional improvements or relocations as the need arises to meet customer demand.

Regulatory Context

Federal

Federal Communications Commission

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite, and cable in the United States. It was founded through the Communications Act of 1934 and operates as an independent agency overseen by the United States Congress. The Federal Advisory Committee Act of 1972 put in place a process for establishing, operating, overseeing, and terminating FCC advisory committees for specific aspects of communications. FCC is made up of six separate bureaus: Consumer & Governmental Affairs, Enforcement, Media, Public Safety & Homeland Security, Wireless Telecommunications, and Wireline Competition. Together, these bureaus are responsible for adopting and modifying rules/regulations that govern business practices, including interpretive rules, policy statements, substantive legislative rules, and organizational/procedural rules. State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a State agency created by constitutional amendment to regulate privately owned telecommunications, electric, natural gas, water, railroad, rail transit, passenger transportation, and in-state moving companies. CPUC is responsible for assuring California utility customers have safe, reliable utility services at reasonable rates while also protecting utility customers from fraud. CPUC regulates the planning and approval for the physical construction of electric generation, transmission, or distribution facilities; and local distribution pipelines of natural gas (CPUC Decision 95-08-038). CPUC also regulates rates and charges for basic telecommunication services.

California Government Code 4216 4216.9

The responsibilities of persons excavating in the vicinity of underground utilities are detailed in Section 1, Chapter 3.1 “Protection of Underground Infrastructure,” Article 2 of California Government Code 4216 4216.9. This law requires that an excavator must contact a regional notification center at least two days prior to excavation of any subsurface installation. Underground Service Alert will notify the utilities that may have buried lines within 1,000 feet of the project. Representatives of the utilities are required to mark the specific location of their facilities within the work area prior to the start of project.

Local

Sacramento City Code

As outlined in Section 3.76.050 of the City Code, the City of Sacramento issues revocable permits to Telecommunications Wireless Carriers to install and operate wireless telecommunications facilities on properties owned by the City. To obtain this permit, carriers file an application with the City and pay application fees, inspection fees, and an annual rent.

Findings

- Telecommunications within the city of Sacramento are provided by multiple companies with a variety of services.
- Telecommunication facility improvements are generally made as the need arises to meet customer demand.

5 PUBLIC SERVICES

The Public Services Chapter describes existing services available to residents of the Policy Area, including police and fire protection, parks and recreational facilities, civic and government facilities, libraries, schools, health facilities, and human services.

5.1 Police Protection

Introduction

This section identifies the police protection service providers for the Policy Area, and describes staffing levels and equipment, staffing standards, the number and types of calls received, and crime prevention programs. Information for this section is based upon the 2011 Sacramento Police Department Annual Report, and conversations with City and County staff.

Existing Conditions

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the city, and by the County Sheriff's Department for areas outside the city but within the Policy Area. Detailed information regarding each of these departments is provided below. In addition to SPD and Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the Policy Area.

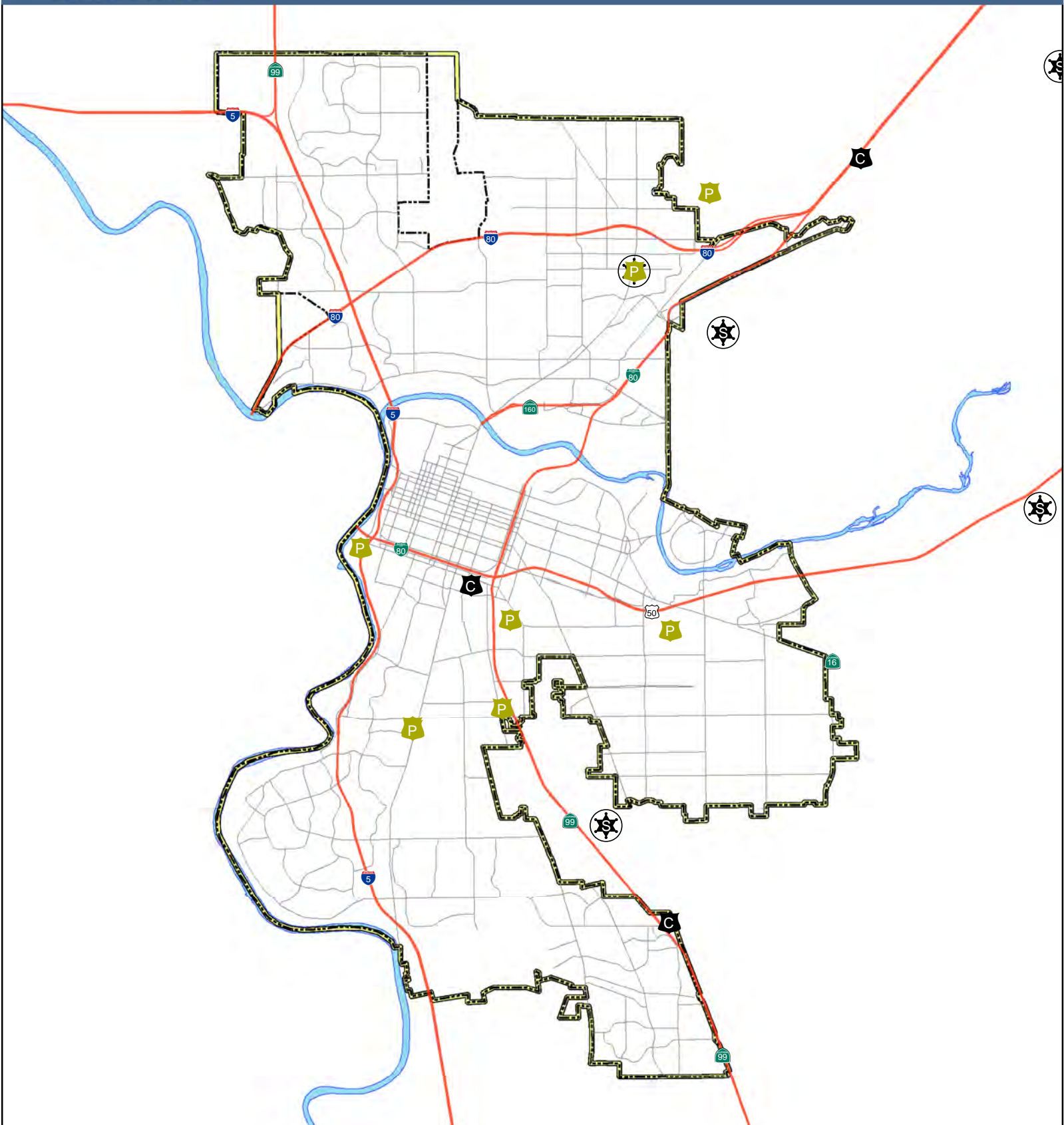
City

As shown in Figure 5-1, SPD operates from the following four stations in the city of Sacramento (SPD 2013a):

- Police Headquarters: Public Safety Center, Chief John P. Kearns Administration Facility (5770 Freeport Boulevard)
- North Area: William J. Kinney Police Facility (3550 Marysville Boulevard)
- South Area: Joseph E. Rooney Police Facility (5303 Franklin Boulevard)
- Central Command: Richards Police Facility (300 Richards Boulevard)

The North Area Substation provides police services to the northern portion of the city, from the American River on the south to the city limits on the west, north, and east. The South Area Substation provides police protection services to the southern portion of the city, from Highway 50 on the north to the city limits on the west, south, and east. Headquarters supports the North Area Substation, Central Command, and South Area Substation by providing administrative support, crime prevention education, and other law enforcement duties.

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Legend

Major Roads	City Limits	Sacramento Sheriff Station
Highways	Policy Area	California Highway Patrol Station
Waterways	City of Sacramento Police Station	

N
W E
S
 0 1 2 Miles

Data Source: City of Sacramento, 2012;

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CHAPTER 5: Public Services

Central Command provides police response to three main beats in the central portion of the city bounded by the American River to the north, Highway 50 on the south, the Sacramento River on the west, and the city limits on the east. In early 2008, Central Command moved into a new facility located at 300 Richards Boulevard. However, this new facility is an interim facility for SPD shared with other divisions within the Police Department and with other departments within the city.

Currently (2011), SPD is staffed by 676 sworn police officers and 240 civilian positions (SPD 2012). SPD is authorized to fund 700 sworn positions, including: one chief, four deputy chiefs, 12 captains, 23 lieutenants, 102 sergeants, and 662 officers., and 255 civilian positions. Additionally, there are 44 cadets in the Police Academy, 11 recruits awaiting academy training, and 183 civilian volunteers (SPD 2012). Table 5-1, below, lists the Department’s sworn staff.

SPD does not have an adopted officer-to-resident ratio. The Department uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance its deployment on an annual basis to meet the changing demands of the city. SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers. The Department is currently funded for 1.49 officers per 1,000 residents. Based on a 2011 population of 469,447 people and a current (2011) staffing level of 676 full time sworn officers, the ratio is 1.44 officers per 1,000 residents (DOF 2012). Based on 676 full time sworn officers and 240 civilian employees, the ratio of sworn officers to civilian employees is 2.82, which is just below SPD’s goal.

<i>Personnel</i>	<i>Authorized Number of Employees</i>	<i>Number of Employees (2011/2012)</i>
Chief	1	1
Deputy Chief	4	4
Captain	12	12
Lieutenant	23	24
Sergeant	102	92
Officer	662	588
Total Sworn	700	676

Source: Sacramento Police Department, Annual Report 2011.

SPD maintains a variety of equipment to adequately serve the city. In addition to patrol cars, firearms, and other traditional police equipment, modern police departments increasingly rely on technology systems. Maintaining and updating these systems has become an important aspect of equipment management for SPD.

Average SPD response times and workload, measured by the number of calls for service, for 2007 through 2011 are presented in Table 5.1-2, below. The urgency of the call is reflected in its priority level. For example, Priority 2 calls (P2) are less urgent than P1 calls and Priority 3 calls (P3) are less urgent than P2 calls. SPD does not have an adopted response time standard. In 2011, SPD responded to P2 calls in just over 8 minutes (SPD 2012).

As indicated in Table 5-2, SPD’s workload is decreasing. This decrease is due in part to an automated call routing system that provides callers with detailed information about SPD’s services and offers direct transfer options to other city resources. Sacramento’s 311 system also handles informational calls that used to come to the Communications Center. The Department’s online presence is also a contributing factor, as Sacramento citizens can now research helicopter activity, find appropriate phone

numbers, and file crime reports online. On average, less than half of the calls received at the Communications Center result in an officer being dispatched. Table 5-3, below, shows the calls for service received by SPD in 2011.

Table 5-2 SPD Response Times 2007-2011			
<i>Year</i>	<i>Priority</i>	<i>Response Time</i>	<i>Total Incoming/Outgoing Phone Calls</i>
2007	P2	7:50	882,518
	P3	10:12	
	P4	20:32	
	P5	26:16	
	P6	1:52:04	
2008	P2	6:49	777,869
	P3	8:51	
	P4	17:48	
	P5	21:20	
	P6	1:30:03	
2009	P2	7:08	708,786
	P3	8:49	
	P4	16:35	
	P5	19:56	
	P6	1:01:14	
2010	P2	8:16	688,110
	P3	9:39	
	P4	18:39	
	P5	21:51	
	P6	1:06:31	
2011	P2	8:05	623,891
	P3	9:30	
	P4	16:55	
	P5	19:29	
	P6	43:55	

Source: City of Sacramento Police Department, 2011 Annual Report, 2012.

Table 5-3 SPD Workload 2011	
<i>Type of Call</i>	<i>Number of Calls Received</i>
911 Calls	166,569
7-digit emergency and non-emergency calls	236,934
Total Incoming/Outgoing Phone Calls	623,891

Source: City of Sacramento Police Department, 2011 Annual Report, 2012.

Crime Statistics

In 2011 there were 253,733 citizen-initiated calls for service and 20,659 arrests (SPD 2012). Of the 20,917 arrests there were 18,366 adult arrests and 2,293 juvenile arrests (SPD 2012). Table 5-4 shows the average response times for Priority 2 through 6 calls for 2011. Response time data is subject to change as classifications of the priorities change due to periodic review and analysis as well as variances in the filters that may be applied. In general, the priority number corresponds to the seriousness of the incident with Priority 1 involving Officer-initiated emergency requests for help. For instance, Priority 2 calls currently include in-progress homicides, rapes, and robberies, whereas Priority 6 calls include errand calls, business checks, and some report calls.

Table 5-4 2011 Average Response Times					
	<i>Priority 2</i>	<i>Priority 3</i>	<i>Priority 4</i>	<i>Priority 5</i>	<i>Priority 6</i>
Average Response Time (hours:minutes:seconds)	0:08:05	0:9:30	0:16:55	0:19:29	0:43:55

Source: City of Sacramento Police Department, 2011 Annual Report, 2012.

Table 5-5 provides SPD’s crime statistics for 2010 and 2011 and shows an overall reduction in crime rates of 9.7 percent (SPD 2012). All crime categories except for murder saw a decrease in the number of incidents. While SPD discontinued the Problem Oriented Police (POP) teams and Community Service Officers (CSOs) program due to budget cuts, the Department has since formed the Crime Suppression Unit (CSU) which focuses on robberies and burglaries, and the Gang Enforcement Team (GET) which focuses on reducing gang-related activities (City of Sacramento 2012). These new programs may have influenced the reduction in crime rates. In addition, the community has become an even more fundamental part of the policing process by filing more reports through the SPD website and by being more active in their neighborhoods through the SPD Neighborhood Watch Program.

Table 5-5 City of Sacramento Crime Statistics Comparison for 2010-2011				
<i>Type of Crime</i>	<i>Number of Crimes</i>			
	<i>2010</i>	<i>2011</i>	<i>Number Change</i>	<i>Percent Change</i>
Murder	33	37	4	12.1%
Rape	164	134	-30	-18.3%
Aggravated Assault	2,421	2,022	-399	-22.1%
Robbery	1,493	1,163	-330	-16.5%
Burglary	5,003	4,143	-860	-17.2%
Larceny	11,140	11,078	-62	-0.6%
Motor Vehicle Theft	4,005	3,335	-670	-16.7%
Total	24,259	21,912	-2,347	-9.7%

Notes:

1. Table shows information for the first six months of each year.
2. Crime statistics are derived from specific categorical guidelines and may differ from other crime statistics kept by the Police Department.

Source: City of Sacramento Police Department, 2011 Annual Report, 2012.

Mutual Aid Agreements

SPD maintains mutual aid agreements as part of a statewide emergency response system. Locally, SPD has memorandums of understanding (MOUs) with Regional Transit and school districts within the city. SPD has specialized staff to work with Regional Transit (RT) and in public schools.

The RT Police Department is responsible for a variety of police related services including: monitoring light rail stations, light rail trains, bus stops, buses, bus routes, regional transit riders and other associated transit needs with regards to safety. RT Police Department also responds to crimes in progress, conducts criminal investigations, conducts Crime Prevention through Environmental Design (CPTED) reviews, drafts policies, and provides security. RT police services comprise officers from SPD and deputies from the Sacramento Sheriff's Department. A lieutenant with SPD is in command of RT police services which include the following (SPD 2012; City of Sacramento 2012; RT n.d.; Sacramento County 2012):

- Sacramento Police Department
 - 1 Lieutenant
 - 2 Sergeants
 - 15 Police Officers
- Sacramento Sheriff's Department
 - 1 Sergeant
 - 7 Deputies
- Other
 - 17 RT Transit Officers
 - 50 Prate Security Guards
 - 2 Administrative Staff
 - 1 Video Technician

SPD has 12 police officers dedicated to 15 Sacramento city schools. The police officers working in the city schools are first responders to calls for service at the school and to areas in the community surrounding the schools for calls involving students. Officers are responsible for crimes in progress, criminal investigations, truancy, and gang suppression. They are deployed during normal school hours and are also deployed at school events that occur during nights and weekends.

Homeland Security

In 2011, SPD's Office of Homeland Security was consolidated into the Office of Operational Services (SPD 2013b; SPD 2012). The Office of Operational Services is responsible for coordinating Homeland Security and Urban Area Security Initiative grants, conducting regional threat and vulnerability assessments, developing regional and agency terrorism response plans, coordinating and conducting regional interdisciplinary terrorism response training, designing and coordinating training exercises, and organizing volunteers to assist with disaster situations (SPD 2013). The Office also coordinates with the Central California Intelligence Center, the Sacramento Regional Office of Emergency Services, and the Terrorism Liaison Officer Program. A deputy chief manages the Office of Operational Services.

Incarceration Facilities

The City uses jail facilities operated by the Sacramento County Sheriff's Department. The Sacramento County Main Jail (651 I Street), which provides custodial and security services for incarcerated and detained individuals for the Sheriff's Department and other outside agencies, is the only incarceration facility located within the Policy Area (Sacramento County Sheriff 2013e). Because the City does not have its own booking facilities, all arrestees must be taken to the Sacramento County Main Jail for booking. Currently (2012), the booking times can reach one hour at the Main Jail, and SPD has indicated they will need their own booking facilities for increased efficiency as Sacramento continues to grow, and is currently looking into the feasibility of constructing a Pre-Arrestment facility in the future. The Department has temporary holding facilities at its major stations.

Projected Needs

SPD does not have any currently funded projects for the remodeling or construction of facilities, although there is a need to both remodel existing facilities and construct new facilities (City of Sacramento 2011). As the city grows in the south and north areas and traffic congestion correspondingly increases, SPD needs to continue to decentralize to maintain adequate response times to areas near the city's borders. Specifically, SPD does not currently (2012) have a presence in the northern and southern areas, nearing the city limits, or in Sacramento's downtown. New police facilities, with adequate staffing and equipment, will be required as build out occurs. SPD has identified the need for a permanent facility in the downtown core and two substations in the Meadowview and North Natomas areas (SPD 2012; City of Sacramento 2012). Adequate staffing requires not only sworn staff, but also civilian employees with technical abilities (including crime scene investigators and dispatchers) to support the Department's services.

SPD substantially reduced the number of police officers hired from the end of 2007 through 2011 (SPD 2012; City of Sacramento 2012). SPD did not hire any new officers between 2009 and 2011 and had fewer sworn and civilian employees than the Department is authorized for in 2011. In 2012, the City reached agreements for labor concessions with the local unions to restore nine civilian and two sworn positions that were proposed for elimination. SPD also restored 35 Community Oriented Policing Services (COPS) and 25 COPS Hiring Program (CHP) grant-funded positions after demonstrating to the US Department of Justice that the current (Fiscal Year 2012/13) Budget contained citywide reductions. However, in 2012 SPD eliminated 42 sworn and one civilian positions. In addition, due to the loss of Regional Transit funding, SPD also eliminated two of the 20 FTE Police Officer positions assigned to Regional Transit.

SPD is currently (2011) preparing a Master Plan that will address current deficiencies and future needs for both staffing and facilities (SPD 2012; City of Sacramento 2012). Upon completion, the Master Plan will be presented to the City Council for approval (City of Sacramento 2012).

Sphere of Influence and Other Areas

The Sacramento County Sheriff's Department, Elk Grove Police Department, Rancho Cordova Police Department, and Citrus Heights Police Department provide services to areas around the city of Sacramento. As shown in Figure 5-1, the Sheriff's Department serves the Policy Area with the following substations (Sacramento County Sheriff 2013a, Sacramento County Sheriff 2013c, Sacramento County Sheriff 2013d, Sacramento County Sheriff 2013f, Sacramento County Sheriff 2013g):

- Sheriff's Department: The sheriff's headquarters are located downtown at 711 G Street. Five stations are located in various areas of the County, including Florin (7000 65th Street), Marconi (2500 Marconi Avenue), Rancho Cordova (2897 Kilgore Road), Rancho Murieta (15160 Jackson Road), and Wilton (11080 Jeff Brian Lane).

As of 2012, the Sheriff's Department is staffed by 647 non-sworn and 1,330 sworn employees, as detailed in Table 5-6 (Sacramento County 2012).

Table 5-6 Sheriff's Department Sworn Staffing Levels	
<i>Personnel</i>	<i>Number of Employees</i>
Sheriff	1
Undersheriff	1
Chief Deputy	3
Captain	12
Lieutenant	37
Sergeant	153
Deputy Sheriff	1,072
Deputy Sheriff (.8 position)	0.8
Deputy Sheriff (.2 position)	0.2
Deputy Sheriff Recruit (RA)	50
Total Sworn	1,330

Source: Sacramento County Fiscal Year 2012-13 Adopted Budget, 2011.

Using the 2012 DOF population estimate for unincorporated Sacramento County, which represents the Department's service area, and the staffing levels listed above, the officer to resident ratio for Sacramento County is approximately 2.4 officers per 1,000 residents (DOF 2012).¹

Crime Statistics

Crime Statistics for Sacramento County Sheriff Department in 2011 are presented in Table 5-7 (FBI 2011).

Table 5-7 County of Sacramento Crime Statistics, 2011	
<i>Type of Crime</i>	<i>Number of Crimes</i>
Homicide	33
Rape	144
Robbery	959
Aggravated Assault	1,583
Burglary	4,150
Auto Theft	108
Larceny	7,539
Arson	77
Total	14,516

Source: Federal Bureau of Investigation. Uniform Crime Reports, <http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2011/crime-in-the-u.s.-2011/offenses-known-to-law-enforcement/standard-links/county-agency>, 2011.

¹Calculation is based on the California Department of Finance unincorporated Sacramento County population of 560,675.

CHAPTER 5: Public Services

Crime Prevention

The Sheriff's Department provides residents with many education materials and programs to help residents to protect themselves, their families, and their neighborhoods (Sacramento County Sheriff 2012b). The Department offers the following crime prevention programs:

- Child Safety
- Community Crime Prevention
- Conflict Resolution/Anger Management
- Cyber Crime
- Don't be a Victim (Personal and Home Safety)
- Juvenile Crime
- Neighborhood Watch
- School Safety
- Sexual Assault
- Substance Abuse (Drugs, Alcohol, and Tobacco Abuse)
- Teens at Risk

Homeland Security

The Sheriff's Department is a partner in the Sacramento Regional Homeland Security Task Force and provides a link to Federal homeland security programs.

Incarceration Facilities

Sacramento County has two incarceration facilities. The Sacramento County Main Jail, located at 651 I Street, can accommodate up to 2,400 inmates (Sacramento County Sheriff 2013e). The Rio Cosumnes Correctional Center is the primary custody facility for inmates sentenced to County Jail from the Sacramento County Courts. An increasing percentage of the inmates are pre-sentence detainees housed at RCCC to keep the population at the Main Jail below the limit set by Federal decree. In addition, the RCCC houses inmates en route to other jurisdictions, Federal prisoners under a contract with the U.S. Bureau of Prisons, and reciprocal prisoners from other counties. RCCC is the primary reception point for parole violators who are being held pending revocation hearings and the central transportation point for all defendants sentenced to State Prison. The RCCC can accommodate 1,600 inmates. In 2010, Rio Cosumnes closed two of its eight housing facilities due to budget constraints.

Regulatory Context

Federal

The Federal Bureau of Investigation (FBI) is an intelligence-driven and threat-focused national security and law enforcement organization that protects and defends the United States against terrorist and foreign intelligence threats, upholds and enforces the criminal laws of the United States, and provides leadership and criminal justice services to Federal, State, municipal, and international agencies and partners. The FBI also gathers, shares, and analyzes intelligence to support its own investigations and those of its partners and to better understand and combat the security threats facing the United States.

State

California Commission on Peace Officer Standards and Training (POST)

The Commission on Peace Officer Standards and Training (POST) advocates for, exchanges information with, sets selection and training standards for, and works with law enforcement and other public and private entities. POST was established by the Legislature in 1959 to identify common needs that are shared by representatives of law enforcement.

Local

Sacramento City Code

Chapter 2.20 of the Sacramento City Code sets forth the guidelines for SPD and includes regulations regarding the powers and duties of the Chief of Police and the Police Department.

Findings

- The Sacramento Police Department provides police protection services within the city boundaries. In addition, the Sacramento County Sheriff's Department provides police protection services to areas outside of the city but within the Policy Area. Jail facilities in the Policy Area include the Sacramento County Main Jail and the Rio Cosumnes Correction Center, both operated by the Sheriff's Department. The Sacramento Police Department uses the Main Jail.
- As more growth occurs near the north and south borders of the city and traffic congestion increases, the Sacramento Police Department has indicated new, decentralized facilities will be required to maintain adequate response times. SPD has identified the need for a permanent facility in the downtown core and two substations in the Meadowview and North Natomas areas.
- SPD substantially reduced the number of police officers hired from the end of 2007 through 2011. SPD did not hire any new officers between 2009 and 2011 and had fewer sworn and civilian employees than the department is authorized for in 2011. SPD eliminated additional positions in 2012. In 2011 there were 235,733 citizen initiated patrol calls for service with officer responses and 20,917 arrests. The Police Department averaged an 8 minute and 5 second response time for Priority 2 calls.

- SPD’s crime statistics for 2010 and 2011 show an overall reduction in crime rates of 9.7 percent. All crime categories except for murder saw a decrease in the number of incidents.

5.2 Fire Protection

Introduction

This section provides information on the existing fire and emergency services within the Policy Area. Current staffing, equipment, response goals, and adopted standards for these services are described, along with their ability to meet the needs of Sacramento. This section focuses on urban fire prevention and suppression; wildland fire hazards are discussed in Section 7.3, Fire Hazards, of this document. Information for this section is based on the Sacramento Fire Department 2011 Annual Report, Sacramento Fire Department Fiscal Year 2012/2013 Budget, and conversations with staff from the Sacramento Fire Department (SFD) and the Sacramento Metropolitan Fire District (Metro Fire).

Existing Conditions

The Sacramento Fire Department is a full-service fire department, with the responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous materials, technical and water rescue within its service area. The department also provides a full range of support services including fire prevention, public education, fire investigation, and domestic preparedness planning and response.

The fire department’s operational mission and objective is to save lives, conserve property, and minimize environmental impact. To help meet this objective, the fire department also participates in an automatic aid agreement with neighboring fire jurisdictions, as well as state and federal agencies.

The Sacramento Fire Department (SFD) provides fire protection services to the entire city which includes approximately 99.2 square miles within the existing city limits, as well as two contract areas that include 47.1 square miles immediately adjacent to the city boundaries within the unincorporated county (SFD 2011a). Contracted areas within SFD’s jurisdiction include the Pacific Fruitridge and Natomas Fire Protection Districts.

City

SFD Headquarters operates from the Public Safety Center, located at 5770 Freeport Boulevard. This facility is also the headquarters for the Sacramento Police Department.

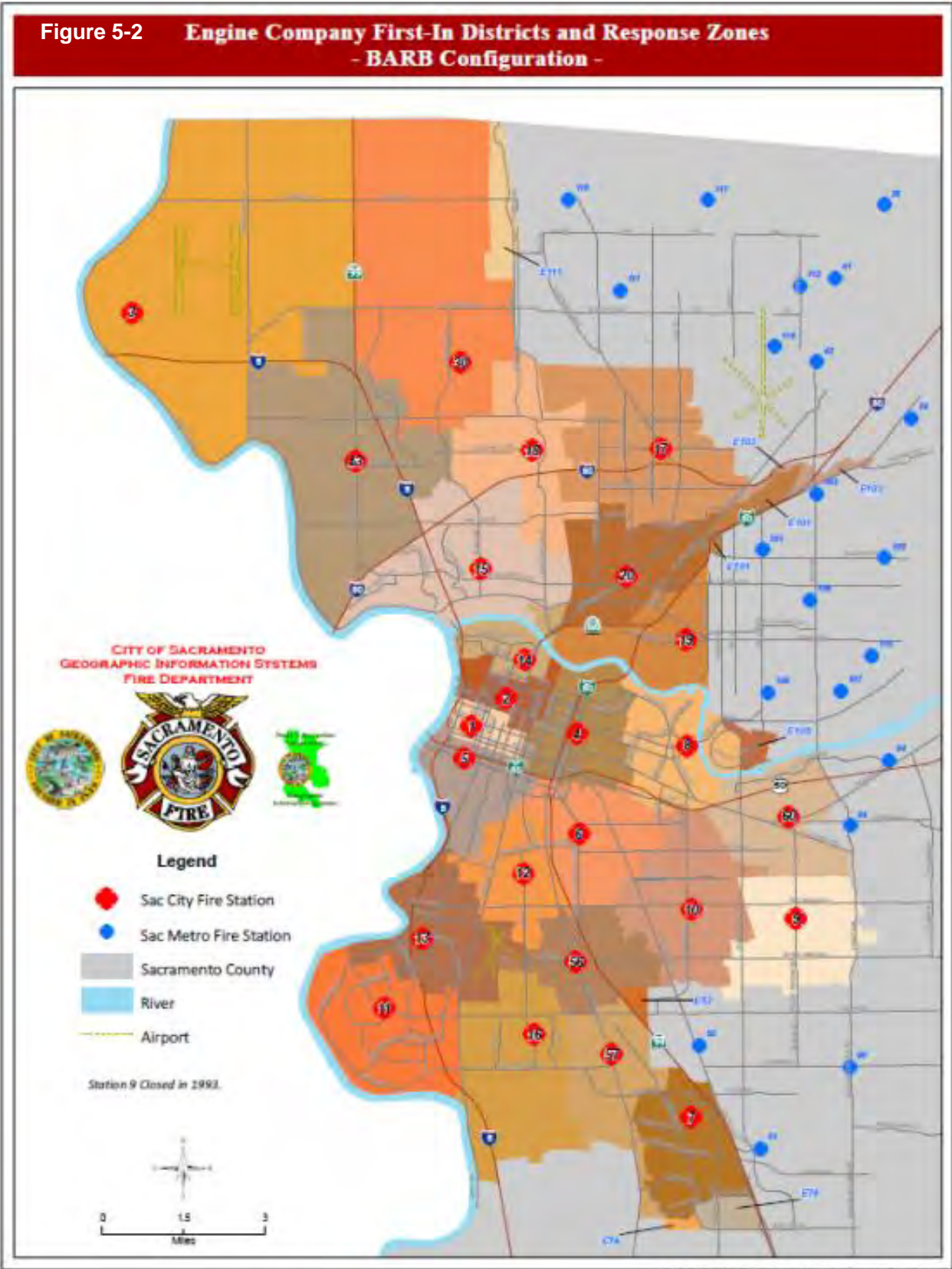
As shown in Figure 5-2, First Due Engine District is comprised of a collection of BARB zones of which the respective responding unit is closest to, from the fire station. A BARB zone is a small geographic region with a center point used to determine distance from fire stations. BARB zones originate from the fire dispatch CAD system.

As shown in Figure 5-2, 24 fire stations are strategically located throughout the city to provide assistance to area residents and businesses. Although each fire station operates within a specific response district encompassing the immediate geographical area around the station, all of the

Sacramento County fire agencies (Sacramento Fire Department, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement, known as boundary dropping, which means that the closest fire unit responds regardless of jurisdiction.

All SFD Engine companies, except one, are staffed with four personnel consisting of a Company Officer (Captain), Engineer, and two Firefighters. One Engine Company is staffed with three personnel (a Captain, an Engineer, and one Firefighter). This engine is located at fire station #3, located in the rural portion of the contracted Natomas Fire District. Truck companies and one Rescue company are also staffed with four personnel consisting of a Company Officer (Captain), Engineer, and two Firefighters. Ambulances are staffed with two Firefighter/Paramedics or a Firefighter/Paramedic and Firefighter/EMT combination.

SFD also deploys a number of support vehicles from the 24 fire stations that are cross-staffed by the Engine or Truck personnel. Cross-staffing means that one or more personnel will move from the Engine or Truck to operate the support unit. The different support units have different cross-staffing requirements.



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CHAPTER 5: Public Services

When the department is fully staffed, 134 personnel are on duty for fire and EMS first responder emergencies and 27 personnel are on duty for emergency ambulance transportation daily. Due to budgetary cuts, the fire department is currently implementing rotating brownouts of three companies. Brownouts impact double company houses by putting one of the companies out of service. Due to the brownouts, there are currently 149 personnel on duty each day overall.

A list of SFD fire stations and the type of apparatus deployed from each fire station is provided in Table 5-8 (SFD 2011a).

Station No.	Address	Battalion	Equipment
1	624 Q Street	1	Engine, Medic
2	1229 I Street	1	Engine, Truck, Medic, Boat
4	3145 Granada Way	1	Engine
5	731 Broadway	1	Engine, Truck, Boat
6	3301 M.L.King Blvd	1	Engine, Truck, Medic
8	5990 H Street	1	Engine, Medic, Boat
12	4500 24th Street	1	Engine, Medic
14	1341 N. C Street	1	Engine
7	6500 Wyndham Dr	2	Engine, Truck, Medic, Hazmat
10	5642 66th Street	2	Engine, Truck, Medic
11	785 Florin Road	2	Engine, Medic, Boat
13	1100 43rd Avenue	2	Engine
16	7363 24th Street	2	Engine, Truck
60	3301 Julliard Drive	2	Engine
56 ¹	3720 47th Avenue	2	Engine, Medic
57 ¹	7927 East Parkway	2	Engine
15	1591 NewboroughDr	3	Engine
17	1311 Bell Ave	3	Engine, Truck, Medic
19	1700 Challenge Way	3	Engine, Medic
20	2512 Rio Linda Blvd	3	Engine, Medic, Rescue
30	1901 Club Center Dr	3	Engine, Truck, Hazmat
3 ¹	7208 W. Elkhorn Blvd	3	Engine
43	4201 El Centro Road	3	Engine
18 ¹	746 N. Market St	3	Engine

Note:

1. Stations located in contracted areas, not within city limits.

Source: Fire Department Master Plan, 2010; Sacramento Fire Department, www.sacfire.org, 2012.

Planning for New and Remodeled Facilities

In 2006, the City’s General Services Department conducted a study to assess SFD’s fire station facilities. The study indicates that the Department should plan for the relocation of Stations 4, 18, and 60, and the rebuilding of Stations 10, 15, and 57. In 2011 SFD opened Fire Station 43 at 4201 El Centro Road (SFD 2011b). SFD has preliminary plans to construct additional fire station facilities including an additional station that will service South Natomas, two additional stations that will service the southern locations of the city, an additional station in the downtown area, and the relocation of Stations 3 and 14 (SFD 2011a; City of Sacramento 2011; City of Sacramento 2012). In addition, the department is planning for additional administrative, logistics and training facilities. At this time, no funding has been identified.

Organizational Structure

The Fire Chief, who is appointed by the City Manager, leads the Sacramento Fire Department which is comprised of various divisions organized into three offices: Office of the Fire Chief, Office of Operations, and Office of Administrative Services.

The Office of the Fire Chief is responsible for setting policy and the mission of the Department. Divisions within the Office of the Fire Chief include:

- **Fiscal Management:** The Fiscal Division is responsible for administering the Fire Department's finances including the budget and procurement processes, accounts payable and receivable, and grants. The Division also manages contracts and council report submittals. The division is managed by a civilian Support Services Manager.
- **Special Projects:** The Special Projects Division is responsible for an assortment of programs and projects as determined by the Fire Chief. Responsibilities include administering the department website, various grants, and special studies; processing records requests; and coordinating a volunteer program, public education, and community events.

The Office of Operations is responsible for the management of emergency response resources. Divisions within the Office of Operations include:

- **Fire Suppression/Shift Operations:** The primary goal of Fire Suppression/Shift Operations Division is to protect life, property and the environment. The division is staffed with well-trained personnel and technical teams with highly specialized skill sets and tools to meet the wide ranging emergency demands of the City. At the direction of the Fire Chief, the Deputy Chief of Operations oversees three Shift Assistant Chiefs. The Shift Assistant Chiefs are responsible for the day to day activities performed by the line personnel. On a daily basis the division staffs 24 fire engines, 8 ladder trucks and 1 heavy rescue, at 24 stations, which are divided into 3 battalions. Each engine and truck is staffed with 4 persons except for 1 engine which is staffed with 3 persons. Battalion Chiefs coordinate all of the activities at an emergency scene. With 3 Battalion Chiefs, 33 suppression companies, 13 ALS ambulances and 1 EMS captain, the daily operational staffing is 161 personnel. The current work schedule is a 48/96 shift rotation.
- **Logistics:** The Logistics Division provides operational support and oversight in functional areas of station supplies and inventory management, emergency medical supplies, along with issuing and managing a care and maintenance program for firefighter personal protective equipment.
- **Special Operations:** The Special Operations Division manages the Hazardous Materials, Domestic Preparedness, Technical Rescue and Urban Search and Rescue Programs. The HAZMAT Program is responsible for emergency hazardous materials response in the Sacramento area. The Department also staffs a regional Technical unit that enables the agency to address emergencies involving high angle rescue, confined space entry, trench and excavation collapse incidents, structure collapse and a myriad of technical search capabilities. In addition to the rescue boats, Rescue and Engine 20 are staffed with

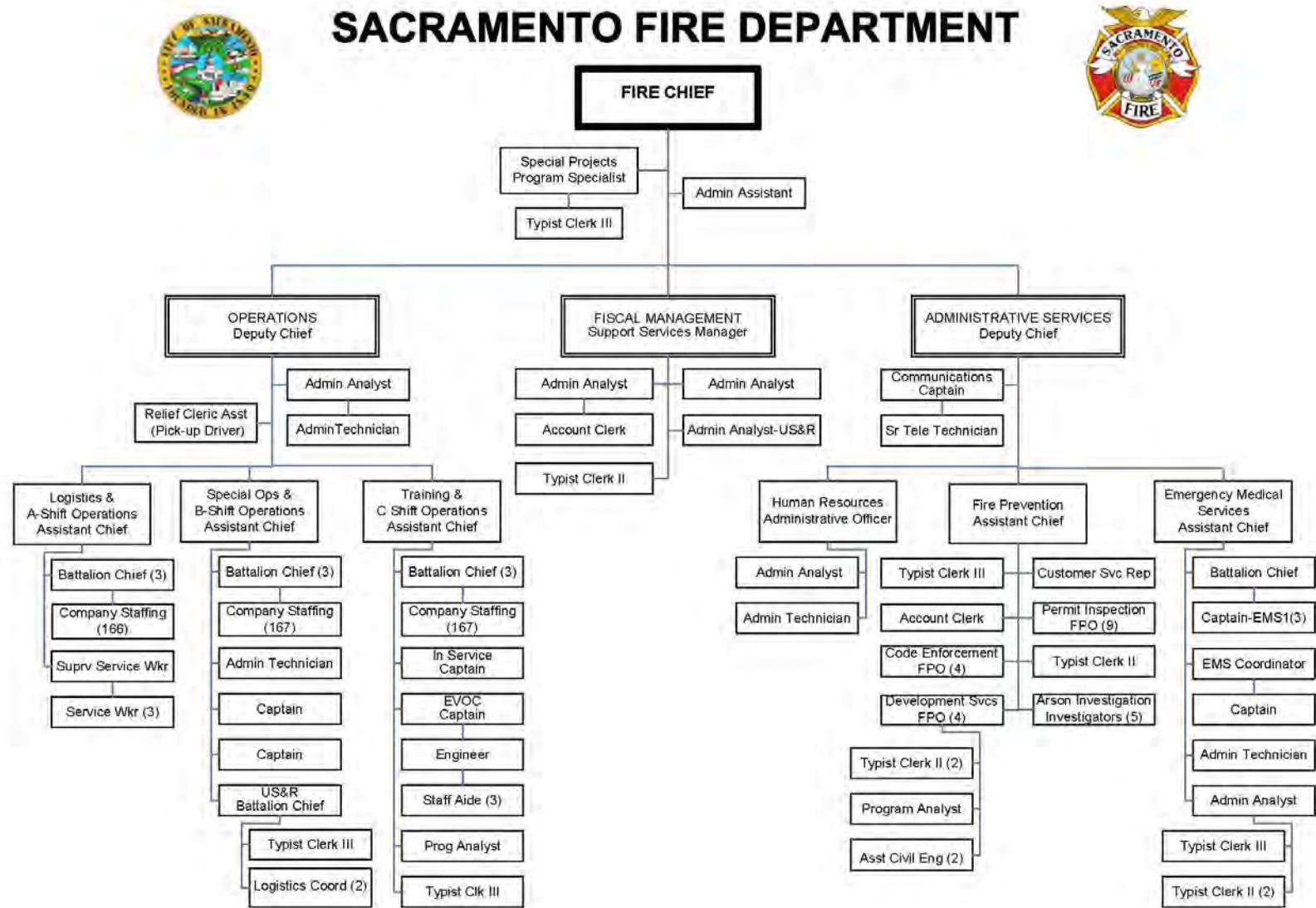
qualified rescue swimmers for in water-surface rescue. The Department is also the sponsoring agency for California Urban Search and Rescue Task Force 7 (CA TF-7), one of 28 Urban Search and Rescue (US&R) Task Forces in the nation, and one of eight in California. Task Force personnel and equipment can be used locally as well as for state and federal deployments and provide collapse rescue, heavy rigging, logistics, hazardous materials and medical response, communications, canine search teams, technical search, and planning.

- **Training:** The Training Division supports the Department by facilitating ongoing drills and exercises that reflect the real-life experiences encountered in the field by firefighting crews. Programs within the Training Division include: E.V.O.C. (Emergency Vehicle Operations Course); the Fire Academy; and a Physical-Fitness/Health & Wellness Program. The Training Division is located at 2409 Dean St in McClellan Park in Sacramento County.

The Office of Administrative Services is responsible for providing support to operational personnel through the management of programs that include:

- **Emergency Medical Services:** The Department has provided paramedic transport services since 1994. The EMS Division, in concert with other fire departments' EMS divisions, participates in shaping pre-hospital care through collaboration with the Sacramento County EMS authority, local hospitals, and community organizations. The EMS Division facilitates the delivery of Basic Life Support (BLS) and Advanced Life Support (ALS) first responder and transportation services. All SFD Firefighter/Paramedics are licensed by the State of California EMS Authority and accredited with SCEMS. Firefighter/EMTs are certified by SCEMS. All accreditation, certification and licensing is in accordance with Division 2.5 of the Health and Safety Code, the California Code of Regulations, Title 22, Division 9, and EMSA policies 2040 and 2050. All SFD Engine and Truck Companies are utilized as EMS first responders and staffed with Firefighter- EMTs and/or Firefighter- Paramedics. Every first responding unit is at least (BLS) capable. Depending on daily staffing, most of the units provide Advanced Life Support (ALS) paramedic services. Medic units (ambulances) typically operate from their assigned fire stations and primarily cover their designated area. Due to the workload, medic units are frequently dispatched to calls outside their area. SFD currently deploys thirteen 24-hour ALS ambulances and up to three flex ALS ambulances when additional staffing and equipment are available. Each ambulance is staffed by two Firefighters, with at least one also being a licensed Paramedic.
- **Fire Prevention:** The Fire Prevention Division performs inspections of businesses and occupancies as mandated by state and local ordinances, and investigates all major fires occurring within the Fire Department's jurisdiction. There are four focus areas: Fire Development (inspects new or repaired fire protection systems requiring a fire construction permit), Annual Fire Permits (inspects existing occupancies required to have an operational permit and those required by the California Health and Safety Code to be inspected on an annual basis), Fire Code Enforcement (responds to complaints regarding fire and life safety code violations) and Fire Arson Investigation (investigates all major fires and makes arrests of persons responsible for unlawful actions related to fire).

Figure 5-3 Sacramento Fire Department Organization



Revised 01/22/13

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- **Human Resources:** The Human Resources Division is responsible for a variety of activities such as fulfilling staffing needs, hiring employees, verifying employment, recruiting, guiding managers, and ensuring personnel and management practices conform to various policies and procedures set by the City of Sacramento, local, State and Federal agencies.

Communications. The Sacramento Regional Fire/EMS Communications Center (SRFECC) is a Joint Powers Authority (JPA) with the following members: Metro Fire, the Folsom Fire Department, and SFD (SRFECC 2002). In addition, SRFECC also provides contract dispatch services for Courtland Fire Protection District, Herald Fire Protection District, Walnut Grove Fire Protection District, and Wilton Fire Protection District.

SRFECC provides enhanced 911 call answering, emergency medical dispatch, computer-aided dispatch, Motorola 800 MHz Trunked Radio coverage, and state-certified fire dispatch training courses for the member and contract agencies. In 2008, SRFECC dispatched 146,259 calls (SRFECC 2002). The distribution of calls by department is shown in Table 5-9.

Table 5-9 SRFECC Dispatches		
<i>Agency</i>	<i>Call Volume (Number)</i>	<i>Call Volume (Percent)</i>
Sacramento City Fire Department	64,460	44.07%
Sacramento Metro Fire District	64,083	43.81%
Consumnes Fire District	11,347	7.99%
Folsom Fire Department	4,956	3.39%
*Courtland Fire Department	127	0.01%
*Herald Fire Department	288	0.20%
*Walnut Grove Fire Protection District	275	0.19%
*Wilton Fire Department	494	0.34%
OTAL	146,259	100.00%

Notes:

Source: Sacramento Regional Fire/EMS Communications Center, 2008, <http://www.srfecc.ca.gov/callvol.htm>, Accessed January 2013.

Incidents

Table 5-10 below provides a breakdown of the incidents responded to by the Sacramento Fire Department from 2007 thru 2011.

Currently, fire incidents represent approximately 2.5 percent of all calls received by the Department. Although the number of structure fires represent a small percent of all calls, structural fire response requires the simultaneous performance of numerous critical tasks. The number of firefighters required to perform the tasks varies based upon the risk. The number of firefighters needed at a maximum high-risk occupancy event, such as a shopping mall or large industrial building, would be significantly higher than for a fire in lower-risk occupancy structures. Given the large number of firefighters that are required to respond to a high-risk, high-consequence fire, fire departments increasingly rely on automatic and mutual aid agreements to address the fire suppression needs of their community.

These teaming arrangements are handled through automatic and mutual aid agreements, which are discussed in more detail in Section 7.6 Emergency Response.

Table 5-10 2010 Incidents					
<i>Type of Incident</i>	<i>Number of Calls</i>				
	2007	2008	2009*	2010	2011
Fire Calls	2,591	2,405	1,963	1,807	1,764
Overpressure Rupture Calls	546	618	408	396	414
Emergency Medical Services	43,383	44,657	42,041	44,766	45,163
Rescue	130	129	101	102	91
Hazardous Materials	393	415	390	357	318
Hazardous Condition Calls	286	416	216	250	261
Service Calls	3,227	3,254	2,942	2,981	3,250
Good Intent Calls	9,785	9,302	8,084	8,365	9,043
False Alarms	3,656	3,871	3,330	3,198	2,970
Mutual Aid & Other	4,625	5,744	9,469	7,604	5,551
GRAND TOTAL	68,622	70,811	68,944	69,826	71,628

Source: Sacramento Fire Department, 2010 Annual Report, page 7.

Additional Considerations

The Critical Nature of Response Times. Loss of life and property are affected by the relationship between known fire behavior and fire department response times. Because of the varied fire conditions encountered during a structure fire, a common reference point has been identified so that comparisons and performance objectives can be set under equal conditions.

Flashover has been identified as the most critical point from a life safety and property conservation point of view. At this point, the escalation in fire conditions will challenge the department’s resources as well as the safety to its members.

Research by the NIST has determined that flashover will occur in a structure (with a fire left unchecked) in about eight minutes. The fire department’s objective is to arrive quickly enough, and with the proper resources, to interrupt the fire’s progression before to the point of flashover occurs.

Similar to fire flashover, Emergency Medical Service responses use a critical time point to determine the optimal time for the effective deployment of medical resources. This point in time is brain death, caused most often when a person’s heart has stopped beating and oxygen can no longer reach the brain.

The American Heart Association (AHA) recognizes that the brain begins to die in four to six minutes without oxygen and the survival rate drops significantly when the time exceeds four minutes to initiate defibrillation.

A patient’s survival rate is extremely low when the time to initiate defibrillation exceeds six minutes and damage is irreversible after 10 minutes. EMS interventions include early Cardio-Pulmonary Resuscitation (CPR) and electrical defibrillation. According to the AHA, defibrillation is the single most important factor for survivability of the cardiac arrest patient. Additionally, the AHA asserts that the earlier CPR is initiated the better the chance the patient has for survival.

The Sacramento Fire Department has utilized the NFPA 1710 guidelines to evaluate department performance, though the response benchmarks have not been formally adopted. Below are the most recent published guidelines. The only change affecting previous department measurement standards is the fire and special operations response turnout time change from 60 seconds to 80 seconds. The following is taken from section 4.1.2.1 of the 2010 edition, NFPA 1710:

- Establish a performance objective of having an alarm processing time of not more than 60 seconds for at least 90% of alarms and not more than 90 seconds for 99% of alarms
This section taken from 4.1.2.3.3 (Alarm handling)
- 80 seconds for turnout time for fire and special operations response and 60 seconds turnout time for EMS response
- 240 seconds (*four minutes*) or less travel time for the arrival of the first arriving engine company at a fire suppression incident and 480 seconds (*eight minutes*) or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- 240 seconds (*four minutes*) or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher level capability at an emergency medical incident
- 480 seconds (*eight minutes*) or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident

Insurance Service Office Rating

The Insurance Service Office (ISO) provides rating and statistical information for the insurance industry in the United States. To do so, ISO evaluates a community's fire protection needs and services, and assigns each community a public protection classification rating. The rating is developed as a cumulative point system, based on the community's fire-suppression delivery system, including fire dispatch (e.g., operators, alarm dispatch circuits, telephone lines available), fire department (e.g., equipment available, personnel, training, distribution of companies), and water supply (e.g., adequacy, condition, number and installation of fire hydrants). Insurance rates are based upon this rating. The lowest rating is a Class 10, while the best is a Class 1. Based on the type and extent of training provided to fire-company personnel and the city's existing water supply, Sacramento currently has a Class 2 ISO rating (SFD 2006b).

Fire Threats

Major fires are generally classified either as an urban fire or a wildland fire. Generally, the fire season extends from early spring to late fall. Hazards arise from a combination of hot weather, an accumulation of vegetation, and low moisture content of the air. These conditions, if coupled with high winds and years of drought, can compound the potential impact of a fire.

Due to urban expansion into rural areas adjacent to and within Sacramento communities, these trends have increased the number of people living in heavily vegetated areas where wildlands meet urban development, also referred to as the wildland/urban interface. This trend is spawning a third classification of fires: the urban wildfire. The 1991 "Tunnel Fire" in the East Bay hills above Berkeley and Oakland is an example of an urban wildfire. A fire along the wildland/urban interface can result in major losses of property and structures.

CHAPTER 5: Public Services

Generally, there are three major factors that sustain wildfires and allow for predictions of a given area's potential to burn. These factors include fuel, topography, and weather. Certain areas in and surrounding Sacramento County are extremely vulnerable to fires as a result of dense grassy vegetation combined with a growing number of structures being built near and within rural lands.

As with most wildfire vulnerability, it is the result of increased development encroaching into forested and dry grassland areas. In Sacramento County, grass and peat (partially carbonized vegetable matter, usually mosses, found in bogs and used as fertilizer and fuel) fires are the two main types of wildland fires. Grass fires are an annual threat in the unincorporated areas of the county, especially within recreational areas such as the American River Parkway.

Urban Wildfire Hazard. Although structural fires can occur in any developed areas within the city, there are two areas in particular that SFD has identified that are especially susceptible to this hazard. In particular, the non-sprinklered commercial buildings in the Downtown area and dwelling units in lower socio-economic areas appear to be more susceptible to fires. Due to the age of the structures, older building standards and fire codes were applied, non-fire-resistive construction materials were used, and no current internal sprinklers or other fire safety systems are in place.

Wildland Fire Hazard. Generally, Sacramento is a developed city and has relatively few remaining wildland areas. However, some areas of the city have been identified as susceptible to an urban wildfire. The areas are generally located along the American River Parkway from Watt Avenue to the Sacramento River and along the Garden Highway in the Natomas area.

The American River Parkway is a stretch of dense trees and brush on both sides of the American River. The property is owned by the County and City of Sacramento, the State of California, and private parties, maintained by the Sacramento County Parks Department, and protected from fire by SFD. The area consists of natural habitat with natural and man-made fire break areas. Access for fire equipment is provided by paved stretches of the bicycle path and service/emergency roads. Some of the potential fire areas are not accessible to vehicular traffic. The following locations appear particularly vulnerable:

- Watt Avenue West to Business 80 (Capital City Freeway). This area has been the scene of a number of fires. The University Avenue section of Sacramento is heavily populated and could be affected by a similar fire along this stretch of the American River Parkway.
- The section of River Park on the south side of the river across from Bushy Lake. This area is densely populated and could become an exposure risk should a fire occur in the area of Paradise Beach or along the bicycle path. The roof coverage in this area consists primarily of untreated wood shake and could contribute to the spread of a fast moving fire.
- Northgate Boulevard along the American River Parkway. In 1992, a wildland fire occurred in this area, and extended into a commercial building. This fire could have resulted in a major urban wildfire condition.

Disaster and Emergency Preparedness

As explained in further detail in Section 7.6 Emergency Response, the City/County OES is responsible for disaster planning. This office provides intra/inter-agency coordination for disaster planning, presentations on disaster preparedness to public service organizations, coordination in the preparation and execution of disaster exercises. In 2012, disaster preparedness, planning, response, recovery, and mitigation are the focus of OES's planning efforts (OES 2012).

In addition, training for residents within the city continues through the Community Emergency Response Team (CERT) program which is administered by SFD. CERT training promotes a partnering effort between emergency services and the people that they serve. The goal is for emergency personnel to train members of neighborhoods, community organizations, or workplaces in basic response skills. CERT members are then integrated into the emergency response capability for their area. The continued development of the community's disaster preparedness efforts will aid the residents of Sacramento in an area wide disaster.

Standardized Emergency Management System (SEMS)

Emergency response in every jurisdiction in California is handled in accordance with SEMS, with individual City agencies and personnel taking on their responsibilities as defined by the City's Emergency Plan. Section 7.6 Emergency Response further discusses SEMS and describes the different levels of emergencies, the local emergency management organization, and the specific responsibilities of each participating agency, government office, and City staff.

Automatic Aid

The City of Sacramento maintains an Automatic Aid agreement with Sacramento County and the California Office of Emergency Services. The countywide agreement can transition from automatic aid to mutual aid. Under the automatic aid agreement, all calls are routed through a central dispatch center and the nearest resource responds to the call. As shown in Figure 5-2, Automatic aid participation within the Policy Area at times includes the Sacramento Metropolitan Fire District.

Regulatory Context

Federal

US Occupational Safety and Health Administration

In 1970, Congress passed the Occupational Safety and Health Act, creating the Occupational Safety and Health Administration (OSHA) under the United States Department of Labor. OSHA sets and enforces workplace standards and provides training, outreach, education, and assistance. The Federal and State Occupational Health and Safety Regulations mandate that firefighters cannot enter a burning structure that is past the small fire stage without four firefighters, with one team of two inside and the other team of two outside. The only exception to this rule is when there is a known life in danger.

State

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment", the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services.

CHAPTER 5: Public Services

The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all fire fighting and emergency medical equipment.

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The Code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, including regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Insurance Services Office

The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States for all types of industries, including fire service, on risk management. The ISO recommends that initial response fire engine stations are spaced 1.5 miles apart and ladder trucks are spaced 2.5 miles apart, leading to a three to four and seven to eight minute travel time, respectively.

Local

Sacramento City Code

Chapter 2.24 of the Sacramento City Code sets forth guidelines for SFD and includes such regulations associated with the powers and duties of the fire chief and the general organization of SFD, tampering with fire alarm systems, false alarms, and interference with fire alarm systems. In addition, this chapter establishes SFD rates and fees for associated services. Chapter 15.36 includes numerous codes relating to the inspection and general enforcement of the City of Sacramento fire code, control of emergency scenes, permits, general provisions for safety, fire department access, equipment, and protection systems, and many standards for fire alarm systems, fire extinguisher systems, commercial cooking operations, combustible materials, heat producing appliances, exit illumination, emergency plans and procedures, and so on.

Chapter 15.36 of the Sacramento City Code adopts the 2010 California Fire Code with such deletions, amendments, and additions thereof as set forth in the chapter. This is also known as the “fire prevention code” of the City.

Chapter 8.38 of the Sacramento City Code establishes a fine for the third false fire alarm occurring on the same property or premises within a 12-month period.

Findings

- The Sacramento Fire Department (SFD) provides fire protection services to the entire city, and small areas within Sacramento County that include the Pacific Fruitridge and Natomas Fire Protection Districts.
- SFD has a goal to have its first responding company, which provides for fire suppression and paramedic services, arrive within 4 minutes.
- In 2011 SFD opened Fire Station 43 at 4201 El Centro Road (SFD 2011b). SFD has preliminary plans to construct additional fire station facilities including an additional station that will service South Natomas, two additional stations that will service the southern locations of the city, an additional station in the downtown area, and the relocation of Stations 3 and 14 (SFD 2011a; City of Sacramento 2011; City of Sacramento 2012).

5.3 Parks and Recreation

Introduction

This section describes Sacramento’s existing parkland, recreational facilities, and recreational services. In addition, this section briefly describes parks and recreation opportunities in areas outside of the city boundaries but within the Policy Area that are maintained by the County of Sacramento. Information for this section is based on the City of Sacramento Parks and Recreation Master Plan 2005-2010 that was adopted in December 2004 and updated in 2009. Additionally, information from written and verbal communication with the City of Sacramento Parks and Recreation Department, and the Sacramento County Parks Department was used to prepare this section.

Existing Conditions

Parklands are important land uses in an urban environment, providing both visual relief from the built environment and contributing to residents’ quality of life through recreation and aesthetic value. As the city grows and the density of housing and commercial uses increase, parkways and open space become even more important because they serve as an escape from the congestion of urban life. Open space is also important in preserving a sense of the city of Sacramento’s own historical development and unique physical characteristics which encompass two major rivers, a creek system, watersheds, and agricultural history (PRD 2009).

Moreover, urban parks and green space are important in developing the city’s urban form in a livable way. For example, parks can be designed as a community gateway to establish an “entrance” into the city or to create distinct neighborhoods such as Tahoe Park, McKinley Park, or Fremont Park (PRD 2009). Parks and recreation facilities and programs within the Policy Area are described in detail below.

City

Parks

The Parks Department maintains more than 3,178 acres of parkland, 222 parks, recreation, parkway and open space sites, 88 miles of road bikeways and trails, 21 lakes, ponds or beaches, over 27 aquatic facilities, and provides park and recreation services at City-owned facilities within the city of Sacramento (see Figure 5-4; PRD 2009). Several facilities within the city of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento, the State of California, and Sacramento City Unified School District. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the city. The Parks Department generally categorizes parks according to three distinct park types: 1) neighborhood, 2) community, and 3) regional (which includes parkways). Open space may be found in any of the park types, but is most likely to be found in regional or community parks (PRD 2013).

Neighborhood Parks. Neighborhood Parks are generally less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Some neighborhood parks are located adjacent to elementary schools, and improvements are generally oriented toward the recreation needs of children. In addition to landscaping, improvements might

include a tot lot, or unlighted sport fields or tennis courts. Urban Plazas/Pocket Parks generally fall under the category of neighborhood-serving parks and tend to be less than five acres in size. These parks are more appropriate for areas of denser urban and mixed-use development.

Community Parks. Community Parks are generally 10 to 60 acres in size and have a service area of approximately two to three miles, which encompasses several neighborhoods and meets the requirements of a large portion of the city. In addition to neighborhood park elements, a community park might also have restrooms, on-site parking, a community center, a swimming pool, lighted sports fields or courts, and other specialized facilities not found in a neighborhood park. Some of the smaller community parks may be dedicated to one use, and some elements of the park might be leased to community groups.

Citywide/Regional Parks/Parkways. Citywide/Regional Parks are larger sites developed with a wide range of improvements usually not found in local neighborhood or community facilities to meet the needs of the entire city population. In addition to neighborhood and community park type improvements, regional parks may include a golf course, marina, amusement area, zoo, nature area, and other amenities. Some elements in the park may be under lease to community groups. Parkways have limited recreational uses and are primarily used as corridors for pedestrians and bicyclists, linking residential uses to schools, parks, and commercial developments. Parkways are typically linear and narrow, may be situated along an existing corridor such as an abandoned railroad line, roadway, waterway, or other common corridors.

Open Space. Open space areas are natural areas that are set aside primarily to enhance or protect the city's environmental amenities. Recreational use of these sites is generally limited to enjoyment of the natural features of the sites, such as native plant communities or wildlife habitat. Parkways are similar to open space areas because they also have limited recreational uses and are primarily used as corridors for pedestrians and bicyclists, linking residential uses to schools, parks, and commercial developments. Parkways are typically linear and narrow, may be situated along an existing corridor such as an abandoned railroad line, roadway, waterway, or other common corridors.

When these parks are designed, the local character, history, and preferences of the community are taken into account to reflect a neighborhood's identity (PRD 2009). Table 5-11 shows the distribution of City-owned parks, as well as their associated acreages that are found throughout the city's ten adopted community planning areas. As shown below, the City's 222 parks comprise approximately 3,178 acres. However, with the inclusion of the City's golf courses (633 acres) and Camp Sacramento, which is located in El Dorado County (19 acres), the City's parkland total is approximately 3,830 acres. Figure 5-4 illustrates the location of existing and proposed parks throughout the Policy Area.

TABLE 5-11 City Parks Inventory		
<i>Location and Number</i>		<i>Acreage</i>
<i>Community Plan Area</i>	<i>Number of Parks</i>	<i>Total</i>
1. Central City	30	297
2. Land Park	12	306
3. Pocket	18	304
4. South Area	35	412
5. Fruitridge/Broadway	21	222
6. East Sacramento	10	57
7. Arden-Arcade	4	236
8. North Sacramento	22	472
9. South Natomas	25	248
10. North Natomas	49	624
Total	222	3,178

Notes:

1. Parkways may be counted in multiple Community Plan Areas for the number of parks column. The acreage total reflects only the area of such parks that lies within each specific Community Plan Area. The total number of parks counts each park only once.

2. Does not include County/State parks or school sites.

Source: City of Sacramento Parks and Recreation Department, 2013.

Citywide/Regionally Serving Parks Acres. Generally, the Citywide/Regionally Serving category consists of City-owned/controlled: regional parks, linear parks/parkways, and open space. However, it should be noted that some portions of these sites/acreages are considered Community/Neighborhood Serving due to their locations near existing communities. These portions are counted towards the Community/Neighborhood Serving service goal and not the Citywide/Regionally Serving service goal.

The City maintains 1,535.1 acres of Citywide/Regionally Serving parkland. With a 2010 population of 466,488, the City achieves a service level of approximately 3.3 Citywide/Regionally Serving acres per 1,000 residents. As identified in the City’s PRMP, the Citywide/Regionally-serving park service goal is to provide 8.0 acres per 1,000 persons (PRD 2013).

In addition to parks, Table 5-12 shows the City’s existing trails and bikeways. With the existing trails and bikeways located throughout the city, the current service level is 0.2 miles per 1,000 residents. The current service level goal is to provide 0.5 linear miles per 1,000 residents according to the City’s PRMP.

Table 5-12 Existing Trails/Bikeways (off street)	
<i>Type</i>	<i>2007 Existing Miles</i>
Walking/Jogging (in City parks)	14
Bicycle (throughout city)	75
Total Linear Miles	88

Source: City of Sacramento Parks and Recreation Department, 2013

Neighborhood/Community Serving Parks Acres. Table 5-13 provides further detail on the information presented in Table 5-11 associated with the City’s neighborhood and community parkland acreages for each Community Planning Area.

As indicated in the City’s Parks and Recreation Master Plan, the service goal for neighborhood and community parks is five acres per 1,000 residents (PRD 2009). Currently (2013), City-owned/Controlled park land provides approximately 3.4 acres per 1,000 persons. If

neighborhood/community serving school and State/County operated park acres are included, the City achieves a service level of 4.9 acres per 1,000 persons. Policy ERC 2.2.3 in the City of Sacramento General Plan Policy Document states that the City shall maintain a service level of 2.5 acres per 1,000 residents for neighborhood serving parks and 2.5 acres per 1,000 residents for community serving parks. Counting only City-owned/controlled acres, the City achieves a service level of 1.6 acres per 1,000 residents for neighborhood serving parks and 1.8 acres per 1,000 residents for community serving parks.

Table 5-13 Existing Neighborhood/Community Serving Park Acreage

Community Planning Area	City Owned/Controlled Acres ^{1, 2}		School Acres ³		State/County Acres	
	Neighborhood Serving	Community Serving	Neighborhood Serving	Community Serving	Neighborhood Serving	Community Serving
1: Central City	49.6	71	11.5	0.00	5.0	0.0
2: Land Park	33.4	57.7	37.5	26.5	0.0	0.0
3: Pocket	67.0	95.7	35.8	21.8	0.0	0.0
4: South Area	140.4	133.8	87.0	83.0	0.0	0.0
5: Fruitridge Broadway	71.1	90.3	61.6	29.4	0.0	0.0
6: East Sacramento	31.6	19.9	32.5	0.0	5.0	0.0
7: Arden-Arcade	8.9	10.0	7.1	0.0	0.0	0.0
8: North Sacramento	70.5	71.4	78.1	64.4	5.0	0.0
9: South Natomas	75.0	56.3	41.5	42.5	5.0	0.0
10: North Natomas	177.5	242.1	16.1	21.0	3.0	0.0
Totals	724.8	848.1	408.6	288.6	23.0	0.0
Total Neighborhood/Community Serving Acres:						2,293.1

Notes:

1. Some neighborhood needs are served by community parks (not double counted); neighborhood and community needs are served by some regionally-serving acres (not double counted).
 2. Includes neighborhood- and community-serving portions of City Regional Parks.
 3. Portions of school sites that are usable and accessible for public use after school hours (based on City staff survey conducted 2008).
- Source: City of Sacramento Department of Parks and Recreation, 2013

Service Level Goals. Policy ERC 2.2.3 in the City of Sacramento General Plan Policy Document states that the City shall develop and maintain parks and recreational facilities in accordance with the goals in Table 5-14 and Table 5-15.

Table 5-14 Park Service Level Goals and Existing Service Levels			
	<i>Service Level Goal</i>	<i>Existing (City owned/controlled)</i>	<i>Existing (including schools¹)</i>
Park Types	Acres per 1,000 Residents		
Neighborhood Serving: Urban plazas, pocket parks and/or Neighborhood Parks	2.5 acres	1.6 acres	2.5 acres
Community Serving: Community Parks	2.5 acres	1.8 acres	2.4 acres
Citywide/Regionally Serving: Regional Parks, Parkways, and/or Open Space	8.0 acres	3.3 acres	3.3 acres
Linear Parks/Parkways and Trails/Bikeways	0.5 linear miles	0.2 linear miles	

Notes:

1. Includes only neighborhood/community serving acres of school sites

Source: City of Sacramento General Plan, 2009.

Table 5-15 Community and Recreational Facility Service Level Goals and Existing Service Levels

	<i>Service Level Goal (residents)</i>	<i>Existing</i>	<i>Existing Service Level (residents)</i>
Community Facilities	# of Units		
Multi-Use Recreation Complexes (must include a building over 10,000 sq. ft.)	1 per 50,000	10	1 per 46,649
Recreation Facilities			
Aquatic Facilities:			
Play Pool/Water Spray Feature	1 per 15,000	17	1 per 27,440
Outdoor Complex: Swimming and Wading Pool	1 per 30,000	12	1 per 38,874
Off Leash Dog Parks (Neighborhood/Community)	1 per 60,000	9	1 per 51,832
Picnic Areas (Large Group/Class I)	1 per 30,000	40	1 per 11,662
Playgrounds: Tot Lots, Adventure Play Areas	1 per 2,500	191	1 per 2,442
Skateboard Parks (Neighborhood/Community)	1 per 35,000	13	1 per 35,884
Community Gardens	1 per 50,000	11	1 per 42,408
Nature Interpretation Centers	2 total	0	
Fields			
Softball, including: Adult, Youth (total)	1 per 7,500	60	1 per 7,775
Lighted	1 per 45,000	14	1 per 33,321
Baseball, including: Adult, Youth Little League (total)	1 per 7,500	45	1 per 10,366
Lighted	1 per 45,000	7	1 per 66,641
Soccer, including: Bantam, Full Size (total)	1 per 7,500	129	1 per 3,616
Lighted	1 per 45,000	12	1 per 38,874
Courts			
Volleyball	1 per 10,000	51	1 per 9,147
Basketball, including Youth, High School	1 per 5,000	64.5	1 per 7,232
Tennis	1 per 10,000	49	1 per 9,520

Source: City of Sacramento General Plan, 2009.

Underserved Areas. Table 5-16 shows the city neighborhoods that are currently underserved by parks facilities according to the Parks and Recreation Master Plan.

Table 5-16 Areas Underserved and Addressing Deficiencies	
<i>Areas Underserved/Current Gaps in Service</i>	<i>Addressing Deficiencies</i>
Neighborhood/Community Serving Acres	
Land Park; E. Broadway; N. Sacramento; S. Sacramento; E. Sacramento; Central City.	Older developed areas have limited opportunities except as redevelopment occurs and smaller sites are implemented.
	Maximize joint use opportunities at existing and new school sites, non governmental organizations, private facilities.
	Maximize opportunities for conjunctive use of detention basins.
	Maximize opportunities for joint development with other public facilities.
	New acres will accompany new development; planning new community parks can help serve some existing neighborhoods.
Citywide/Regionally Serving Acres	
South, central, and north city; Undeveloped existing sites.	Pursue new opportunities as expected new development occurs and new funding sources are secured. (Central: Railyard, Riverfront; North: Robla, Valley View; South: Meadowview, Valley Hi/North Laguna).
	Pursue funding to complete development of existing regional parks (Hansen Ranch, Sutter's Landing, North Natomas, Granite).
Trails/Bikeways	
133 miles Citywide.	Add additional trails in existing and future Regional Parks.
	Pursue funding to build additional (110) miles of bikeways per City Bikeway Master Plan, as amended and to implement Regional Trail/Bikeway Plan.

Source: City of Sacramento Parks and Recreation Master Plan, 2009, Assessment Chapter

Recreational Facilities. Sacramento’s parks contain a variety of recreational facilities, with areas available for active organized sports, including soccer fields, baseball and softball diamonds, tennis courts, volleyball courts, and basketball courts. Benches, picnic tables, and barbecues are available for informal recreation activities. Tot lots and adventure play areas are available to children in many of the play areas in the City’s parks. Biking and walking trails, and swimming pools and wading/play pool facilities are popular recreational amenities. Additional recreational resources within the city include community centers; bocce courts; equestrian trails; four 18-hole golf courses; and two 9-hole golf courses (PRD 2009). Golf courses are managed by the City’s Convention, Culture and Leisure Department. Specialized recreation facilities include the Shepherd Garden & Art Center, the Southside Jogging Center, the Mangan Rifle and Pistol Range, and the Sacramento Horsemen’s Association (PRD 2012).

Services

In addition to planning and developing the City's parks and recreational facilities, the City of Sacramento Parks and Recreation Department also provides a range of services and programs.

Recreation and Community Services. The City Parks Department offers adult and youth sports classes; special events; after-school, summer, and aquatic programs; community classes and enrichment programs; and coordinates reservations for baseball and softball fields, picnics, and facilities. The City also offers many important services to senior citizens, such as the Ethel MacLeod Hart Multipurpose Senior Center and various citywide recreation programs, including Caring Neighborhoods, 50+ Wellness, and the Triple R Adult Day Care program.

The City offers adult sports leagues, tournaments, and clinics at the Sacramento Softball Complex and school gymnasiums. In addition, the City provides numerous tennis courts and other athletic fields throughout the park system. The City offers various opportunities for recreational swimming, instructional lessons and team competition at 12 City-owned swimming pools, three high schools, and 15 wading/spray/play pools. The City also operates Camp Sacramento, located in the El Dorado National Forest, which is a family camp and conference center operating from June to October. The City provides recreational programs for all ages at 13 community centers and eight clubhouses that also serve as meeting sites for neighborhood and community based groups and other agencies.

Many of the programs in the city are geared towards children and include after-school and summer programs at parks and school sites, and intramural and citywide sports leagues. The City operates the 4th R licensed school aged child care program at 26 school sites and the Sacramento START literacy-based after-school tutoring and recreational enrichment program at 63 elementary schools. The City provides other services geared toward teens, including the Passages after-school program, various youth employment programs, social and sports activities, and the Sacramento Youth Commission. The City also provides specific programs for people with disabilities, including sports, social activities, camp and other outdoor activities, and an innovative high school based after-school and summer programs. The Cover the Kids Program is an outreach service to identify, enroll, and retain low- and moderate-income children in health insurance.

The Parks Department also provides for the maintenance of city parks, parkways, waterways, and off-street bikeways.

Partnerships

Local

Sacramento has historically been a leader in the development of City-school partnerships, beginning with the state's first Joint Use Agreement for utilization of facilities in 1939, and more recently with the recognition of the City by the League of California Cities for Sacramento's innovative Community-School Partnership program (PRD 2009). This initiative funded 17 projects to enhance or upgrade facilities at school sites for recreation and community use. Funding for the projects came from the City, participating schools, and the community. The goals for this on-going partnership have been to:

- Build or improve public facilities for maximum community use.
- Provide maximum community access to public facilities.

- Cooperate in providing programs.
- Leverage use of systems for maximum efficiency (e.g. combined purchasing).
- Promote support of positive collaborations between School Districts and the City by the community.

Partnerships like this have led to the development of athletic fields, a gymnasium, upgrade of multi-purpose rooms, a new swimming pool, and playground apparatus. Programmatically, the Department of Parks and Recreation has collaborated on after-school programs for high school, elementary school, and middle school students; conducted middle school athletic leagues; and provided crossing guards at elementary school sites. The City and the five school districts have used various mechanisms to formalize this partnership including:

- “Master” MOU/Joint Use Agreements with all school districts to cooperate in: program promotion and conduct; facility use and scheduling; and, property improvements.
- Specific long-term operational agreements, including 4th R Child Care Program in City buildings and Sacramento START on school sites.
- Specific short-term use permits (e.g. room/site use for a portion of a school year).
- Site- or project-specific agreements to fund construction of or physical improvements at or adjacent to City park or school sites.

In addition to partnerships with the public school districts (K-12), the Department has developed a variety of partnerships with other community organizations such as the community colleges and State University. These educational institutions have provided interns, conducted class projects, co-sponsored programs on and off campus, and sponsored use of campus facilities for programs offered by the City.

Community Based Organizations (e.g., Stanford Settlement, Camellia City Center, La Familia, Boys & Girls Clubs, Asian Community Center) continue to be partners in the organization and delivery of programs and services to the community. County agencies use community centers to reach out to residents for County services and programs. Shriners Hospital for Children, Area Agency on Aging, City-County Hunger Commission, Disabled Sports USA and the major hospital and medical systems, among others, all provide funding, facilities or staff to enhance programs and services to the community.

The Department also partners with the Department of Utilities to develop joint-use park and detention or water quality basins, and collaborates with local flood control agencies to build trails on levee tops and in parkways.

Regional

On a regional scale, the Department of Parks and Recreation teams with other cities, counties, agencies, non-profits, and the private sector on projects such as: Ueda Parkway, the lower Dry Creek Parkway, Sand Cove Park, Sutter's Landing Regional Park, Two Rivers Trail, Arcade Creek Watershed, and the Sacramento River Parkway. The Department participated with approximately 20 agencies in the update of the American River Parkway Plan, which was completed after many years in 2008.

Other Areas

The Sacramento County Parks Department provides park and recreation facilities for the areas outside the city, and is responsible for the acquisition, protection, interpretation and enhancement of park, recreation, historic, and open space resources. Sacramento County's Department of Regional Parks, Recreation and Open Space was established in 1959 with the acquisition of land presently known as the American River Parkway. Since that time, the County has expanded its total park acreage to over 15,000, which includes the American River Parkway, Dry Creek Parkway, Mather Regional Park, Elk Grove Regional Park, the Effie Yeaw Nature Center, and other historic and natural sites. In addition to traditional regional park activities, the Department also oversees a self-supporting golf program that includes four regional golf facilities.

Regulatory Context

Federal

There are no Federal regulations related to parks and recreation.

State

State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409).

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

State Street and Highway Code.

The State Street and Highway Code includes provisions for equestrian and hiking trails within the right-of-way of county roads, streets, and highways.

Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

Government Code 65560

Government Code section 65560 defines open space as:

- b) "Open space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional or state open space plan as any of the following:
 - 1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake shores, banks of rivers and streams, and watershed lands.
 - 2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
 - 3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
 - 4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high re risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Local***Sacramento City Code, Chapter 2.62, Parks and Recreation Commission***

This City Code establishes the Parks and Recreation Commission and outlines its powers and duties as follows:

- To provide recommendations and advice to the City Council and the Department of Parks and Recreation on policies, projects, and other matters pertaining to parks, recreation, trees, and human services affecting the city of Sacramento referred to the commission by the City Council, the Director of Parks and Recreation, the community, or members of the commission.

- To review and provide recommendations on the development and implementation of the Parks and Recreation Master Plan as an element of the City’s general plan. To conduct public hearings and review complaints and other matters pertaining to parks and recreation issues, as requested by the Director of Parks and Recreation or the City Council.
- To conduct an annual workshop to review the Department’s annual operating budget and capital improvement plan.
- To hear appeals from decisions of the Director of Parks and Recreation relating to tree maintenance and removal pursuant to Sections 12.56.120 and 12.64.060 of this code. To meet with neighborhood associations and park user groups to discuss parks and recreation issues and needs.
- To encourage individuals, business, and citizens groups to contribute funds, property and/or volunteer services for the development and operation of parks and recreation facilities.

Sacramento City Code, Chapter 12.72, Park Buildings and Recreational Facilities

This City Code includes regulations associated with building and park use, fund raising, permit procedures, and various miscellaneous provisions related to parks. Park use regulations include a list of activities that require permits for organized activities that include groups of 50 or more people for longer than 30 minutes; amplified sound; commercial and business activities; and fund raising activities. This code also includes a list of prohibited uses within parks such as unleashed pets; firearms of any type; and riding bicycles, drinking alcoholic beverages, or smoking with children’s playground areas. Activities such as golfing, swimming, and horseback riding are only permitted within the appropriate designated areas.

Sacramento City Code, Chapter 16.64, Parks and Recreational Facilities

Chapter 16.64 provides standards and formulas for the dedication of parkland and in-lieu fees. These policies help the City to acquire new parkland. This chapter sets forth the standard that five acres of property for each 1,000 persons residing within the city be devoted to local recreation and park purposes. The amount of land to be provided shall be determined pursuant to the appropriate standards and formula contained within the chapter. Under the appropriate circumstances, the subdivider shall, in lieu of dedication of land, pay a fee equal to the value of the land prescribed for dedication to be used for recreational and park facilities which will serve the residents of the area being subdivided.

Sacramento City Code, Chapter 18.44, Park Development Impact Fee

Chapter 18.44 imposes a park development fee on residential and non-residential development within the city. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood- and community-serving park facilities.

City of Sacramento Parks and Recreation Master Plan, Policy Chapter (2009)

The Parks and Recreation Master Plan was first adopted in December 2004 and then updated in 2009. The policy chapter includes a list of policies indicating a commitment to a particular course of action that implements organizational goals and values. The following policies relate to park acreage service levels and size:

- 12.1 Achieve Park Acreage Service Level Goals to provide public recreational opportunities within a reasonable distance of all residences and work places as follows:
 - a) 5.0 acres per 1,000 population consisting of two park categories:
 1. Neighborhood Serving: 2.5 acres per 1,000 population with a service area guideline of ½ mile.
 2. Community Serving: 2.5 acres per 1,000 population with a service area guideline of three miles, portions of which may also serve neighborhood needs.
 - b) Citywide/Regionally Serving: 8.0 acres per 1,000 population, portions of which may also serve either neighborhood or community needs.
 - c) Linear Parks/Parkways and Trails/Bikeways: 0.5 linear miles/1,000 population of trails/bikeways implemented per adopted City Bikeway and Pedestrian Master Plans.
- 12.2 Recognize that the parks and recreation facilities of other public jurisdictions within and in proximity to the city which help to fulfill the park and recreation needs of the city residents.
- 12.3 Accept park land dedications or acquire neighborhood park sites less than 5.0 acres in size that meet specialized neighborhood needs, at the sole discretion of the City. (See also Small Public Places Section, 12.52-56.)
- 12.4 Engage school districts to establish a plan for surplus school site reuse that consider opportunities to provide parks and other community facilities.

Parks and Recreation Commission

The Parks and Recreation Commission provides recommendations and advice to the City Council and the Department of Parks and Recreation on policies, projects, and other matters pertaining to parks, recreation, and human services affecting the city of Sacramento.

Findings

- The city currently (2013) contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 222 parks total 3,108 acres.

- Sacramento’s citywide/regionally serving park service goal is to provide 8.0 acres per 1,000 persons, according to the City’s Parks and Recreation Master Plan. The City currently (2013) provides approximately 3.3 acres per 1,000 residents. The Parks and Recreation Master Plan identifies specific areas that are underserved for citywide/regionally serving facilities. These areas include:
 - Meadowview and riverfront areas in Central Sacramento
 - Valley Hi and North Laguna areas of South Sacramento
 - Robla and Valley View areas of North Sacramento.
- Sacramento’s existing neighborhood and community park service goal is five acres per 1,000 persons according to the City’s Parks and Recreation Master Plan. The City currently (2013) provides approximately 3.4 acres per 1,000 persons. The Parks and Recreation Master Plan identifies the following areas as currently being underserved for neighborhood and community parks:
 - Land Park
 - East Sacramento
 - Central City
 - Arden Arcade
 - Pocket
 - Fruitridge Broadway
- Policy ERC 2.2.3 in the City of Sacramento General Plan Policy Document states that the City shall maintain a service level of 2.5 acres per 1,000 residents for neighborhood serving parks and 2.5 acres per 1,000 residents for community serving parks. Counting only City-owned/controlled acres, the City achieves a service level of 1.6 acres per 1,000 residents for neighborhood serving parks and 1.8 acres per 1,000 residents for community serving parks.
- The City’s Parks and Recreation Master Plan has a trails/bikeways goal of 0.5 miles per 1,000 persons. The City currently provides 0.2 miles per 1,000 residents.

5.4 Civic and Community Facilities

Introduction

This section presents an overview of the civic facilities and resources available in the city of Sacramento. Public recreational facilities such as parks are discussed separately in Section 5.3 and library facilities are discussed in Section 5.5 of this document. Information for this section is based on communication with City staff and various websites associated with cultural amenities within Sacramento.

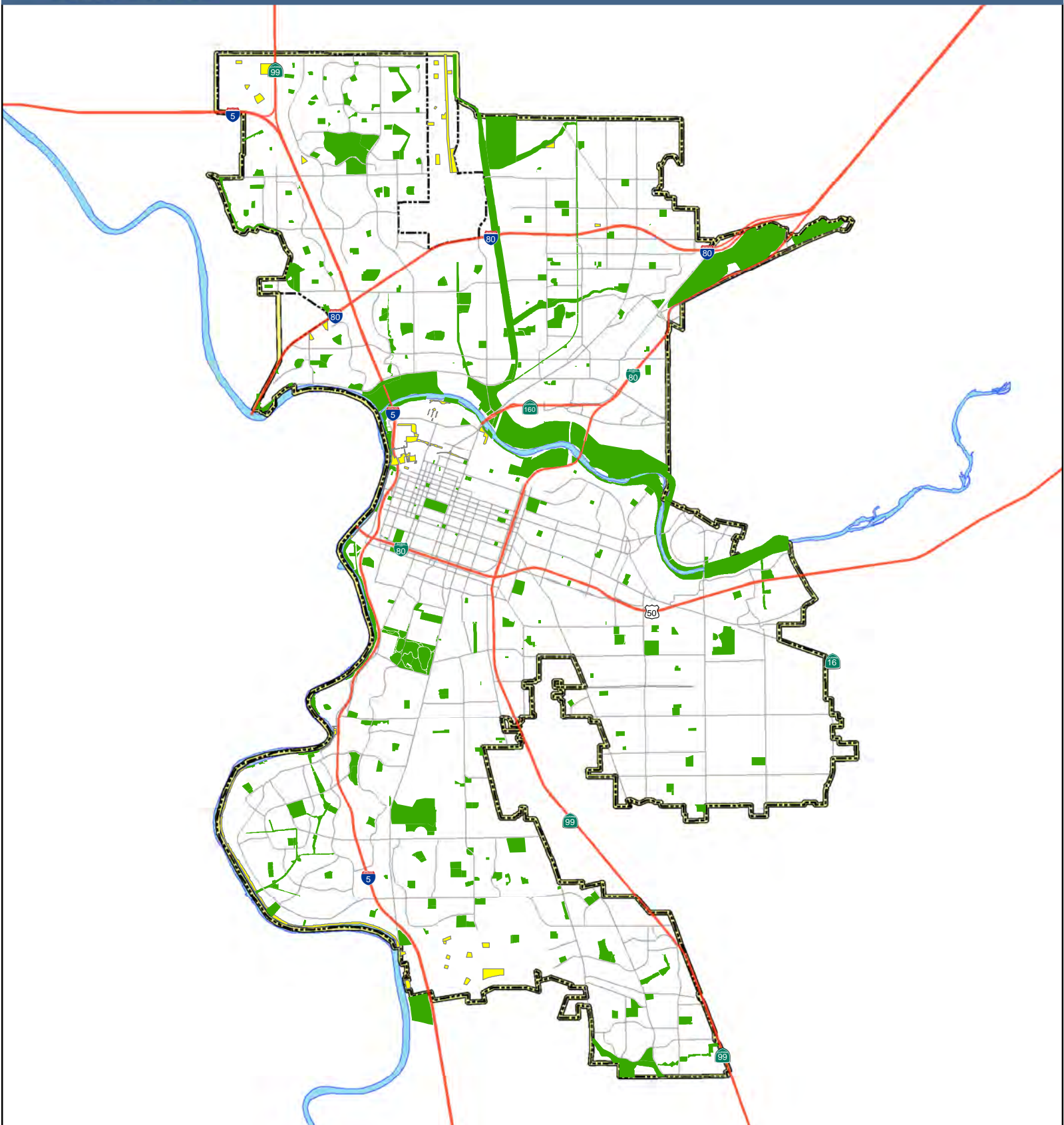
Existing Conditions

The Sacramento area offers a variety of civic amenities for all sectors of the population. Civic amenities include community facilities that can be found within the city, as well as social and cultural amenities that include theatres, auditoriums, museums, and recreational facilities. There are also numerous community-based organizations and clubs providing cultural opportunities.








Civic Facilities

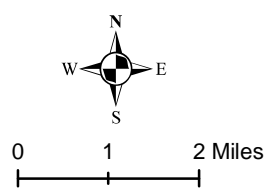
Figure 5-5 illustrates the location of the various civic community facilities in the Policy Area. Police and fire facilities are discussed in Sections 5.1 and 5.2 and library facilities are discussed in Section 5.5.

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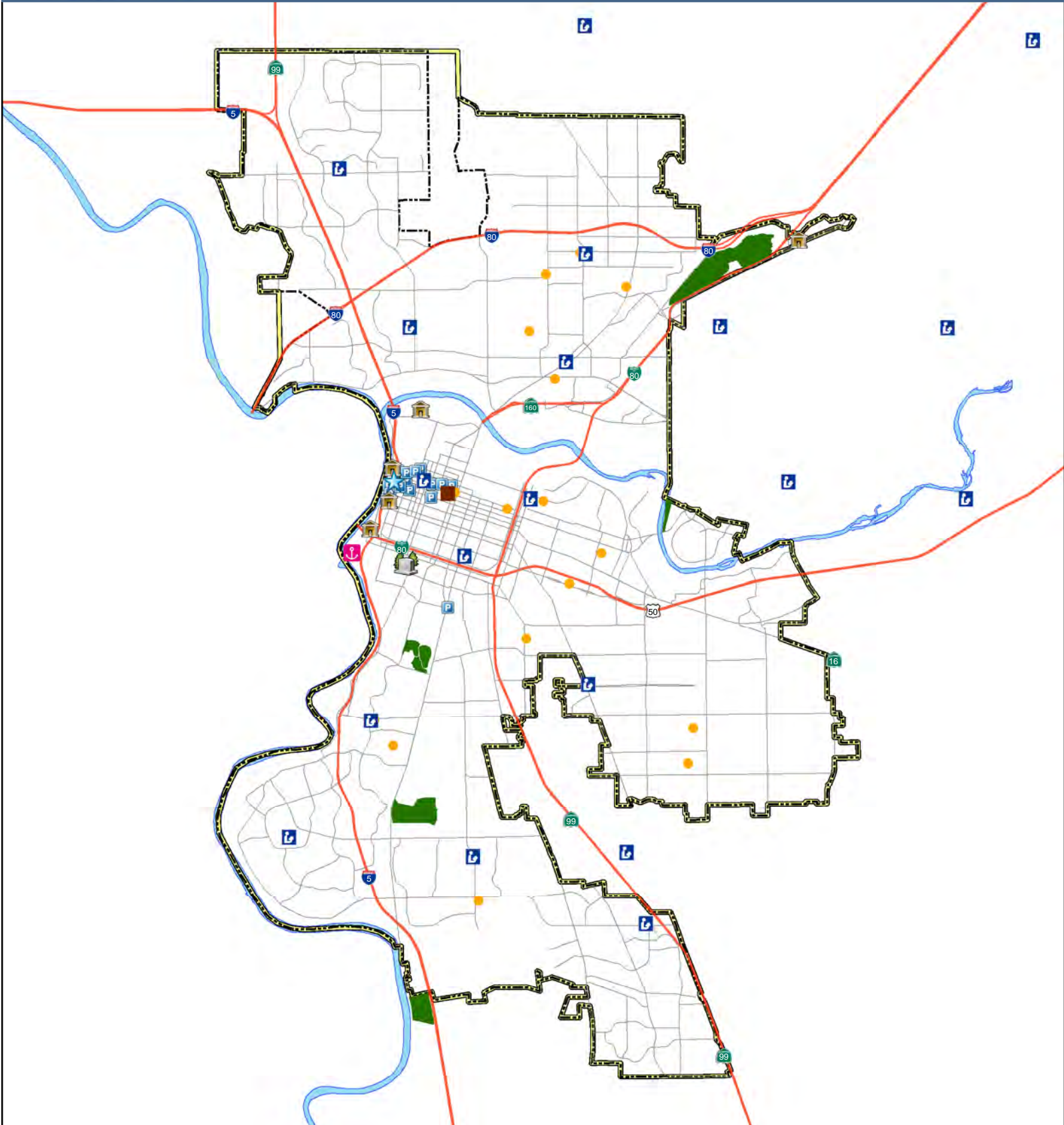
Legend

	Existing Parks		City Limits
	Proposed Parks		Policy Area
	Major Roads		Waterways
	Highways		



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Legend

- Major Roads
- Highways
- - - City Limits
- ▭ Policy Area
- ▭ Waterways
- ▭ Golf Courses
- ▭ Convention Center
- ▭ City Cemetery
- ▭ Museums
- ⚓ Marina
- 📖 Libraries
- 🅑 Parking Garage/Lot
- Community Centers
- ★ Old Sacramento



0 1 2 Miles

Data Source: City of Sacramento, 2012;

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Community Facilities

The Sacramento Department of Convention, Culture, and Leisure provides cultural, artistic, and leisure opportunities to enrich the quality of life in the metropolitan region. The Department publicizes the following programs and facilities in the area. The locations of these facilities are shown in Figure 5-6:

- Capital City Golf: Capital City Golf offers golf facilities at four regional locations (CCLD 2013b).
- Center for Sacramento History: the Center for Sacramento History is an archive and research facility for Sacramento history. Its materials are made available to the public by appointment (CCLD 2013c).
- Crocker Art Museum (described below).
- Discovery Museum Science & Space Center (described below).
- Fairytale Town (described below).
- Historic Sacramento City Cemetery (described below).
- Old Sacramento (described below).
- Sacramento Convention Center Complex (described below).
- Sacramento History Museum (described below).
- Sacramento Marina: the Sacramento Marina provides boat docking opportunities on the Sacramento River. The marina is a part of a 57-acre riverfront park with picnic facilities and restrooms (CCLD 2013e).
- Sacramento Metropolitan Arts Commission (described below).
- Sacramento Zoo: the Sacramento Zoo is home to over 140 native, exotic, and endangered species. Open since 1927, the Sacramento Zoo is one of over 200 accredited institutions of the Association of Zoos and Aquariums(CCLD 2013f).

Sacramento Convention Center Complex

The Sacramento Convention Center Complex provides venues for a variety of public and private events. Its facilities can be rented and include 134,000 square feet of contiguous exhibit space, 31 meeting rooms, a 24,000 square-foot ballroom, and two separate 10,000 square-foot registration areas. The complex also includes the 4,000-seat Memorial Auditorium and the 2,452-seat Community Center Theater (CCLD 2013d).

Sacramento Community Centers

Community Centers offer programs for people of all ages. Examples of programs offered include sports, aerobics, tai chi, martial arts, yoga, fitness rooms, and organized walking clubs. The Parks Department owns and operates 13 community centers and four clubhouses, ranging from a single room

to a 35,000 square-foot facility with a gymnasium. Flea markets, family nights, craft fairs, kid’s camps, and holiday and multicultural celebrations are among the many events held throughout the year at these centers. Any resident can reserve a community center for a private event. A list of the community centers is provided in Table 5-17 (DPR 2013a).

Table 5-17 Community and Neighborhood Centers	
<i>Community Center</i>	<i>Location</i>
Belle Cooledge Community Center	5699 South Land Park Drive
Clunie Community Center	601 Alhambra Boulevard
Coloma Community Center	4623 T Street
East Portal Park Clubhouse	M Street & Rodeo Way
Elmo Allen Slider Clubhouse at Max Baer Park	7815 35th Avenue
Ethel MacLeod Hart Multipurpose Senior Center	915 27th Street
Evelyn Moore Community Center	1402 Dickson Street
George Sim Community Center	6207 Logan Street
Joe Mims, Jr. Hagginwood Community Center at Hagginwood Park	3271 Marysville Boulevard
Johnston Community Center	231 Eleanor Avenue
Samuel C. Pannell Meadowview Community Center	2450 Meadowview Road
Shepard Garden and Arts Center	3330 McKinley Boulevard
South Natomas Community Center	2901 Truxel Road
Southside Clubhouse	2051 6th Street
Oak Park Community Center	3425 Martin Luther King, Jr. Blvd
Robertson Community Center	3525 Norwood Avenue
Woodlake Clubhouse and Annex	500 Arden Way

Source: Department of Parks and Recreation, City of Sacramento, About Our Recreation Centers, <<http://www.cityofsacramento.org/parksandrecreation/recreation/comcent.htm>>, accessed January 25, 2013.

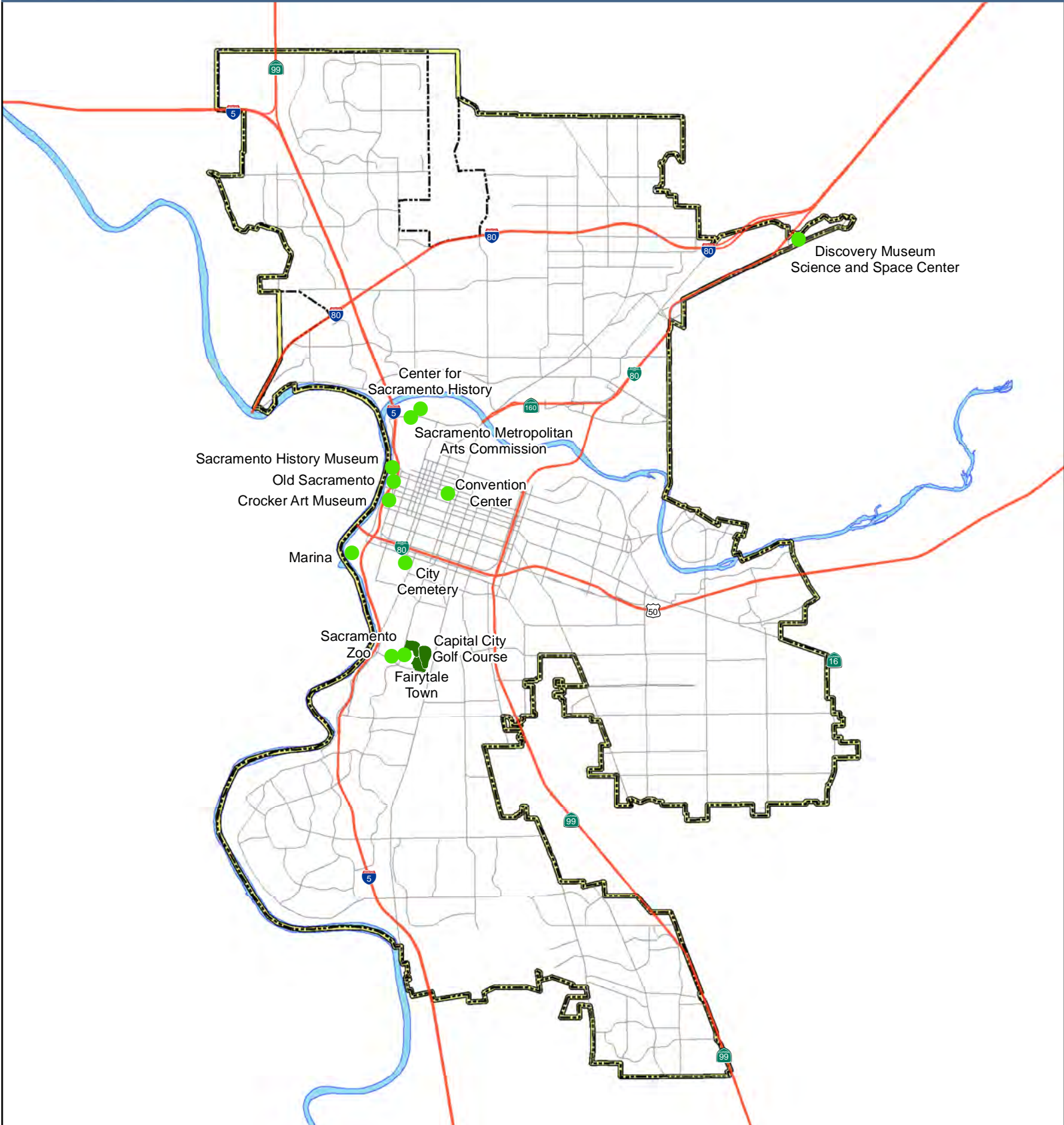
Numerous facilities associated with many types of religious faiths are located throughout the Policy Area and also serve residents.

Cultural Facilities

Performing and Visual Arts Facilities

Sacramento is home to a variety of venues for performing and visual arts, including the Memorial Auditorium, the Wells Fargo Pavilion, the Community Center Theater, the B Street Theatre, Broadway Playhouse, the California Stage, the City Theatre at Sacramento City College, the Cosumnes River College Theatre, and the Delta King Theatre. Additionally, the Arco Arena is a popular venue for large-scale concerts.

Sacramento facilities offer a range of performances, from Broadway-touring shows to amateur actors and screenwriters. Wells Fargo Pavilion’s annual Broadway Series brings Broadway shows to the region, while the Music Circus consists of local artists, musicians, and actors. The B Street Theatre is Sacramento’s Professional New Works Theatre Company, which is dedicated to developing and performing new plays for the region; B Street also presents Fantasy Theatre, a professional group providing children’s entertainment, and Children’s Theatre, giving youth an opportunity to participate in the arts. The California Stage theatre company is a non-profit group that supports the development of arts in the region.



Legend

- Major Roads
- Highways
- ⬜ City Limits
- ▭ Policy Area
- ▭ Waterways



0 1 2 Miles

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Museums

Sacramento offers a variety of museums for residents and described below (SAM 2013):

- California Automobile Museum: The California Automobile Museum illustrates the story of the development of the automobile and its inventors. Over 150 vehicles are available for viewing (2200 Front Street).
- The California Museum: The California Museum provides education on California's past, present and future with media presentations, educational displays, and hands-on activities (1020 O Street).
- California State Capitol Museum: The State Capitol is a working museum that has served as home to the legislative branch of State government and the Governor's Office since 1869. Guided tours, informative films, recreated historic rooms, and changing exhibits provide opportunities to explore the past, present, and future of California's government (Capitol Building, 10th and L Streets).
- California State Indian Museum: The California State Indian Museum offers self-guided tours which provide an opportunity to learn about California Indian culture from the traditions of the ancestors to contemporary Native artists. Special events include Ishi Day, Acorn Day, the Gathering of Honored Elders, and an exhibit showcasing the effects of the Gold Rush on Native Californians (2618 K Street).
- California State Military Museum: Exhibits at the California Military Museum reflect California's rich militia and US military history from pre-statehood to contemporary times. The museum contains military items and personal memorabilia; veterans tell war stories and lead guided tours every day at California's official military museum (1119 2nd Street).
- California State Railroad Museum: Exhibits at the railroad museum showcase how railroads have shaped our lives, economy, and culture. Steam train rides are available on weekends in April through September. Facilities include a museum store and restaurant (2nd and I Streets).
- The Center for Contemporary Art, Sacramento: The Center for Contemporary Art, Sacramento, founded in 1989, is a nonprofit organization dedicated to the advancement and appreciation of new and experimental art by international, national, and regional artists. In addition to the five to seven annual exhibitions and associated lectures, CCAS also hosts several events including, Private Collections in the spring and the Capitol Artists' Studio Tour in September (1519 19th St).
- Crocker Museum: The Crocker Art Museum's collection includes works from Europe, North America, and Asia from the tenth century to contemporary periods. The Crocker, established in 1885, is one of the primary resources for the study and appreciation of the fine arts in the Sacramento region; the museum offers a regular schedule of touring exhibitions, educational programming, public tours, concerts, and a store (216 O Street).

- Discovery Museum Science & Space Center: The Discovery Museum Science & Space Center features programs crafts, and special exhibits highlighting a different science milestone of the past 60 years. The Museum advertises live animal and planetarium shows each week (3615 Auburn Boulevard).
- The Don & June Salvatori California Pharmacy Museum. Inspired by California's unique and rich history of pharmacy, the Don & June Salvatori California Pharmacy Museum celebrates the role of the pharmacist in promoting the health and well-being of Californians since the state's inception in 1850 (4030 Lennane Drive).
- Fairytale Town: Fairytale Town features giant play sets like Jack and the Beanstalk, the Crooked Mile, and real farm animals that make their home in the park's two acres of gardens (3901 Land Park Drive).
- Governor's Mansion State Historic Park: The Victorian mansion, which was home to 13 State Governor's from 1903 to 1967, is open for tours (1526 H Street).
- Leland Stanford Mansion State Historic Park: The home of the former governor, senator, and railroad baron is over one hundred years old. The home was recently (2012) renovated to recapture the Mansion's Victorian grandeur (802 N Street).
- Museum of Medical History: Displays showing the evolution of medicine from the Gold Rush to present day can be found at this museum of the Sierra Sacramento Valley Medical Society. Exhibits include patent medicines and pharmacology, antibiotics and infectious diseases, Asian medicine, nursing, radiology, and local medical history. The onsite library contains early medical textbooks and journals (5380 Elvas Avenue).
- Old Sacramento Schoolhouse Museum: The Old Sacramento Schoolhouse Museum displays California's early days of education in a living replica of an 1800s one-room school house. The museum features photographs, books, a pot-bellied stove, desks, and other antique items from the Gold Rush Era (1200 Front Street).
- Old Sacramento State Historic Park: A group of noteworthy early Gold Rush commercial structures including the 1849 Eagle Theatre; the 1853 B.F. Hastings Building, once home to the California Supreme Court and western terminus of the Pony Express; and the 1855 Big Four Building, which today houses the Huntington & Hopkins Hardware Store and the California State Railroad Museum Library (2nd and I Streets).
- Sacramento Historic City Cemetery: Established in 1849 during the Gold Rush, many pioneers are buried in the cemetery, including John A. Sutter, Jr., Edwin Bryant and Margaret Crocker, and Mark Hopkins (1000 Broadway).
- Sacramento History Museum: Formerly the Discover Museum History Center, the Sacramento History Museum is a celebration of all aspects of life in Sacramento over the past 200 years. The museum tells the stories of the city founders, rivers, the Gold Rush, agriculture, the media, industry, culture, and more (101 I Street).

- Sutter's Fort State Historic Park: The State Park is located at the site of Sacramento's earliest settlement by John Sutter in 1839 (2701 L Street).
- Wells Fargo History Museum: The Wells Fargo History Museum displays historic artifacts including gold scales, a treasure box, a working telegraph, and a Concord Coach scale model. Exhibits on Wells Fargo's role in banking, stagecoach travel, the Pony Express, and Sacramento's development are also on display (1000 2nd Street).

Cultural Arts Organizations

The Sacramento Metropolitan Arts Commission serves at the direction of the City and County of Sacramento. The Commission supports, promotes, and advances arts for residents of the city and county through marketing, outreach, and education initiatives. It also provides resources to support and increase regional arts education activities. The agency is guided by 11 Commissioners, five appointed by the Sacramento County Board of Supervisors, five appointed by the Sacramento City Council, and one appointed jointly by the mayors of Folsom, Isleton, and Galt. The Arts Commission meets on the second Monday of every month (SMAC 2013).

Regulatory Context

There are no Federal, State, or local policies that are directly applicable to civic and community amenities within the Policy Area.

Findings

- The City and County of Sacramento, in collaboration with a variety of community based organizations, provide a range of civic and community facilities, services, and programs to residents of the greater Sacramento region. These facilities include museums and performing and visual arts facilities.

5.5 Libraries

Introduction

This section summarizes the library services provided in the Policy Area, lists existing facilities, and discusses the need and plans for expansions. Information in this section comes from the California State Library website, the Sacramento Public Library website, and the Sacramento Public Library Facility Master Plan 2007-2025.

Existing Conditions

Service Providers

The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento (SPL 2007b). SPL serves residents of each of these cities and county.

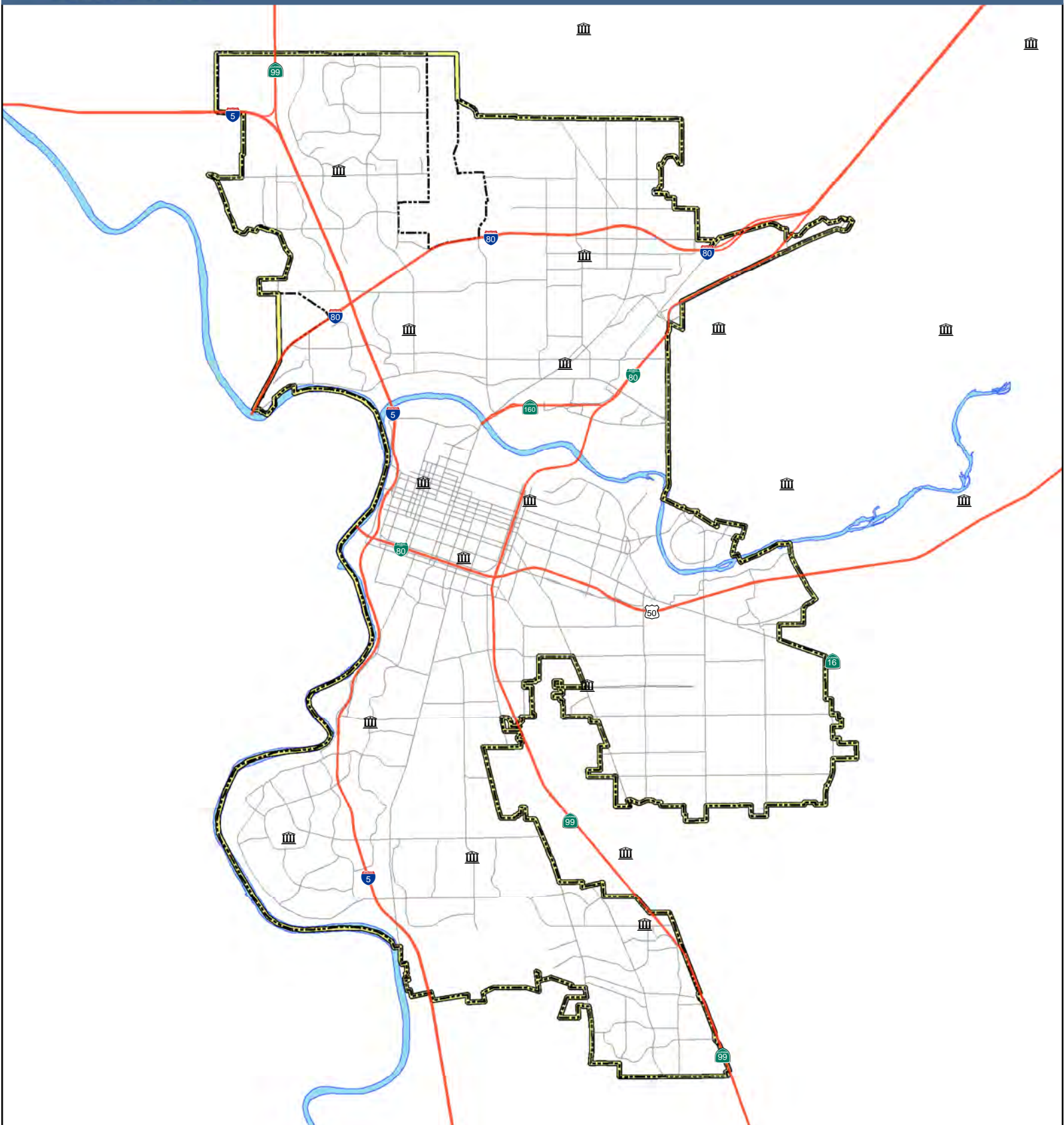
SPL operates a total of 27 branches, including 11 branches within the Policy Area and 16 branches outside the Policy Area, and a bookmobile (SPL 2012c). Residents of Sacramento County have access to all library branches both inside and outside the Policy Area. Figure 5-7 shows the current locations of libraries located in the Policy Area. The location and number of items in each library collection for libraries within the Policy Area are provided in Table 5-18.

Table 5-18 Policy Area Public Library Locations and Collections		
<i>Branch</i>	<i>Location</i>	<i>Collection</i>
Central Library	828 I Street	288,000 volumes
Colonial Heights Library	4799 Stockton Boulevard	56,000 volumes
Belle Cooledge Library	5600 South Land Park Drive	64,000 volumes
Del Paso Heights Library	920 Grande Avenue	30,000 volumes
Martin Luther King Jr. Library	7340 24 th Street Bypass	68,000 volumes
Ella K. McClatchy Library	2112 22 nd Street	18,000 volumes
McKinley Library	601 Alhambra Boulevard	43,000 volumes
North Natomas Library	4660 Via Ingoglia	82,000 volumes
North Sacramento/Hagginwood Library	2109 Del Paso Boulevard	42,000 volumes
Pocket-Greenhaven Library	Gloria Drive and Swale River Way	52,000 volumes
South Natomas Library	2901 Truxel Road	68,000 volumes
Valley Hi-North Laguna Library	7400 Imagination Parkway	67,000 volumes

Source: Sacramento Public Library, <www.saclibrary.org>, accessed December 17, 2012; Sacramento Public Library Authority, *Sacramento Public Library Authority Facility Master Plan 2007-2025*, March 2007.

The main branch of SPL, also known as the Central Library, is located in downtown Sacramento at 8th and I street (SPL 2012c). The Central Library was founded by community leaders in 1857. It now contains nearly 300,000 volumes and more than 1,000 periodical subscriptions (SPL 2012a). Many special collections are housed at the Central Library, including business, government documents, genealogy, and literature. The Sacramento Room at the Central Library includes special collections on California and Sacramento history, local authors, and the history of the Central Library. The Central Library has many unique resources, including online and CD based resources, internet stations, and the Schwab-Rosenhouse College Resource Center, which provides free consultations with professional college and career counselors and access to a variety of college preparatory resources. The Tsakopoulos Library Galleria provides a 5,400 square foot space available for a variety of events, including weddings, meetings, seminars, parties, receptions, fund raisers, and trade shows (SPL 2012a). The Galleria also includes two smaller meeting rooms.

Libraries operated by other entities are also located in the city. One such facility is the California State Library in Sacramento, which is operated by the State. The State Library operates out of two locations, the Stanley Mosk Library and Courts Building at 9th and Capitol Streets, and the Library and Courts II Building at 9th and N Streets, both in downtown Sacramento (CSL 2012). The State Library provides reference services, on-site use or loan of collections, California history information, genealogy resources, braille and recorded books, a directory of libraries, and internet access. The State Library's circulating materials are also loaned out to the public through local libraries (SPL 2007a). The State Library also provides services to the State government, local governments, and local libraries (SPL 2007a).



Legend

- Major Roads
- Highways
- ⊞ City Limits
- ⊞ Policy Area
- ⊞ Waterways
- ⊞ Sacramento County Libraries

A north arrow is located in the bottom-right corner, with 'N' at the top, 'S' at the bottom, 'E' on the right, and 'W' on the left. Below the north arrow is a scale bar showing distances of 0, 1, and 2 miles.

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Services and Collections

SPL offers a variety of services and programs, including telephone services, borrower’s help desk, services for the blind, a bookmobile, adult literacy, Book Club In a Box, multicultural services, homework centers, college and career centers, and deaf services (SPL 2012a). Many of the library branches also host events throughout the year serving toddlers, pre-school aged children, teens, adults, and families. Programs on subjects like art, books, and culture are also offered at some of the libraries. College workshops and college entrance exams are also held at some of these library facilities.

Projected Needs

There are 16 new libraries currently planned for the city and county of Sacramento. SPL anticipates constructing nine libraries by 2015 and seven libraries by 2025 (SPL 2007a). One new library facility is planned for construction at 65th and Folsom Boulevard by 2015. Seven new libraries are planned for the county of Sacramento by 2025, including three Vineyard locations in the Southgate area, two joint locations in Natomas, one location in North Highlands, and one additional location serving Carmichael and Arden Arcade. SPL has planned for additional facilities in Citrus Heights (one), Rancho Cordova (three), Elk Grove (three), and Galt (one). Residents in the Policy Area could use any of these new facilities. In addition, SPL expects to expand, renovate, or relocate many of the existing libraries in the city and county by 2025.

In 2005, SPL maintained 0.56 square feet of library space per capita overall, and 1.72 library volumes per capita overall (SPL 2007a). As shown in Table 5-19, the 2007-2025 Facility Master Plan establishes thresholds, targets, and prime goals for library standards as a means of evaluating services for each branch and overall SPL service (SPL 2007a). The threshold for square feet per capita is 0.40, the target goal is 0.50, and the prime goal is 0.60. The threshold for library volumes per capita is 1.75, the target goal is 2.15, and the prime goal is 2.75. In 2005, the total square feet per capita ratio exceeded the threshold standard and met the target goal. The volumes per capita ratio was just under the threshold standard, however the number of volumes has greatly increased since 2005. These ratios varied for each branch, and many branches did not meet the threshold standards. However, it is important to note that “adequate” square footage varies for each branch depending on the services it offers. As an example, a library in an underserved area may need more space for a homework center, as compared to standard circulation and reference services (SPL 2007b). While the threshold is the minimum standard for evaluating branch service, each branch may select the target or prime evaluation standard based on their individual goals.

<i>Standard</i>	<i>Threshold</i>	<i>Target</i>	<i>Prime</i>
Volumes per Capita	1.75	2.15	2.75
Technology Stations per 1,000	0.75	1.00	1.25
Reader Seats per 1,000	3.00	4.00	5.00
Meeting Room Seats per 1,000	2.00	3.00	5.00
Square Feet per Capita	0.40	0.50	0.60

Source: Sacramento Public Library Authority, Sacramento Public Library Authority Facility Master Plan 2007-2025, March 2007.

Planned Improvements

SPL is planning major improvements throughout the system to expand and renovate existing branches and construct new library branches through 2025. The Sacramento Public Library Facility Master Plan 2007-2025 outlines SPL’s current deficiencies and projected needs through 2025 (SPL 2007a). As noted in the Plan, SPL recently constructed two new libraries– North Natomas and Pocket-Greenhaven – and recently relocated the Valley Hi-North Laguna branch within the city of Sacramento. There are several projects planned for 2005-2015 including the renovation of the Central Library, the relocation of the North Sacramento-Hagginwood Library, the renovation of the McClatchy and McKinley libraries, and the construction of the new 65th and Folsom Library. Projects planned between 2015 and 2025 include the expansion of the Colonial Heights, Belle Cooleedge, Martin Luther King, Jr., and South Natomas libraries as well as the relocation of the Del Paso Heights Library (SPL 2007b).

As shown in Table 5-20, with a service area population of 459,525 in 2005, the library maintained a service ratio of 0.56 s.f. of library space per capita (SPL 2007a; SPL 2012c). SPL has since increased capacity, and currently has 287,717 square feet (s.f.) of library space within the city of Sacramento. According to the California State Library, SPL had 0.67 square feet of library space per borrower, and 2.8 volumes per borrower. By 2025 the service ratio is expected to increase to 0.89 s.f. of library space per capita (CSL 2011).

Table 5-20 Sacramento Public Library Service Ratios to 2025

<i>Library</i>	<i>Current (2012) Square Footage</i>	<i>Square Footage by 2025</i>	<i>2005 Service Area Population(Neighborhood)</i>	<i>Service Area Population by 2025</i>	<i>2005 Service Ratio (sf per capita)</i>	<i>Service Ratio by 2025 (sf per capita)</i>
65th and Folsom	n/a	30,000	n/a	52,000	n/a	0.58
Belle Cooleedge	12,000	25,000	79,544	46,648	0.15	0.54
Central Library	160,000	160,000	25,367	36,937	6.31	4.33
Colonial Heights	12,211	20,000	98,798	67,827	0.12	0.29
Del Paso Heights	5,425	20,000	32,325	38,693	0.17	0.52
Martin Luther King, Jr.	15,078	30,000	49,411	64,175	0.31	0.47
McClatchy	2,557	4,690	13,398	15,880	0.14	0.30
McKinley	4,681	4,681	31,710	32,082	0.15	0.15
N. Sacramento-Hagginwood	4,000	15,000	27,585	28,686	0.15	0.52
North Natomas	22,645	22,645	24,637	66,294	0.93	0.34
Pocket Library	15,000	15,000	n/a	30,000	n/a	0.50
South Natomas	13,615	20,000	40,206	41,470	0.34	0.48
Valley Hi-North Laguna	20,505	20,505	36,544	41,265	0.16	0.50
Total	287,717	387,521	459,525	561,957	0.56	0.69

Source: Sacramento Public Library Authority, *Sacramento Public Library Authority Facility Master Plan 2007-2025*, March 2007; PBS&J, 2007; Sacramento Public Library, <http://www.saclibrary.org/>, accessed December 8, 2004/17,2012..

Funding

The majority of library funding (94 percent) comes from the following three sources: property tax revenues in the county, general fund contributions from the City of Sacramento, and the special parcel tax in the city of Sacramento (CSL 2012b). The remaining 6 percent of funding comes from investment earnings, donations, fines and fees, the State, and one-time sources.

In November 2004, Sacramento voters approved Measure X, an initiative to continue a parcel tax that provides 30 percent of the City libraries' operating expenses (CSL 2012b). The measure levies a \$26.60 flat tax per household annually. In 2012, the Sacramento Housing Redevelopment Agency contributed \$21,000 for the purchase of 20 laptops at the Colonial Heights Branch and SPL collected \$1,225,491 in Tobacco Litigation proceeds to fund the new Rio Linda Branch Library.

Regulatory Context

Federal

There are no Federal policies that are directly applicable to library services within the Policy Area.

State

There are no State policies that are directly applicable to library services within the Policy Area.

Local

Sacramento Public Library Authority Facilities Master Plan

The Sacramento Public Library Authority Facility Master Plan (FMP) contains the following Guiding Principles designed to support SPL customers.

Guiding Principles

1. Libraries recognize the needs of different communities.
2. Libraries recognize the needs of a diverse population.
3. Libraries add value to the community.
4. Libraries are prime real estate.
5. Libraries are easy for customers to use.
6. Library space is flexible.
7. Libraries recognize the value of community partners.
8. Library design promotes staff efficiency and effectiveness.

The Sacramento Public Library Authority FMP also contains service standards in a tiered three-level approach. The three levels are Threshold, Target, and Prime. The Threshold standard would be used to evaluate current library services available to residents of the specific service area. As individual communities move forward in planning their specific service goals and the facilities required to provide those services, they would select from Threshold, Target, or Prime to tailor their building program.

Findings

- The Sacramento Public Library (SPL) provides a variety of library services to residents of both the City and County of Sacramento. The SPL currently (2012) operates 27 existing library facilities and a bookmobile.
- In 2005, the library maintained 0.56 square feet of library space per capita, and 1.72 library volumes per capita. The 2007-2025 Facility Master Plan establishes thresholds, targets, and prime goals for library standards. Overall SPL exceeded the thresholds and target goals for library space per capita, but just missed the threshold for library volumes per capita.
- Sixteen new libraries are currently planned for construction in the city and county of Sacramento by 2025. One library facility is planned for construction at 65th Street and Folsom Boulevard. In addition, SPL expects to expand, renovate, or relocate many existing libraries in the city and county of Sacramento by 2025.

5.6 Schools

Introduction

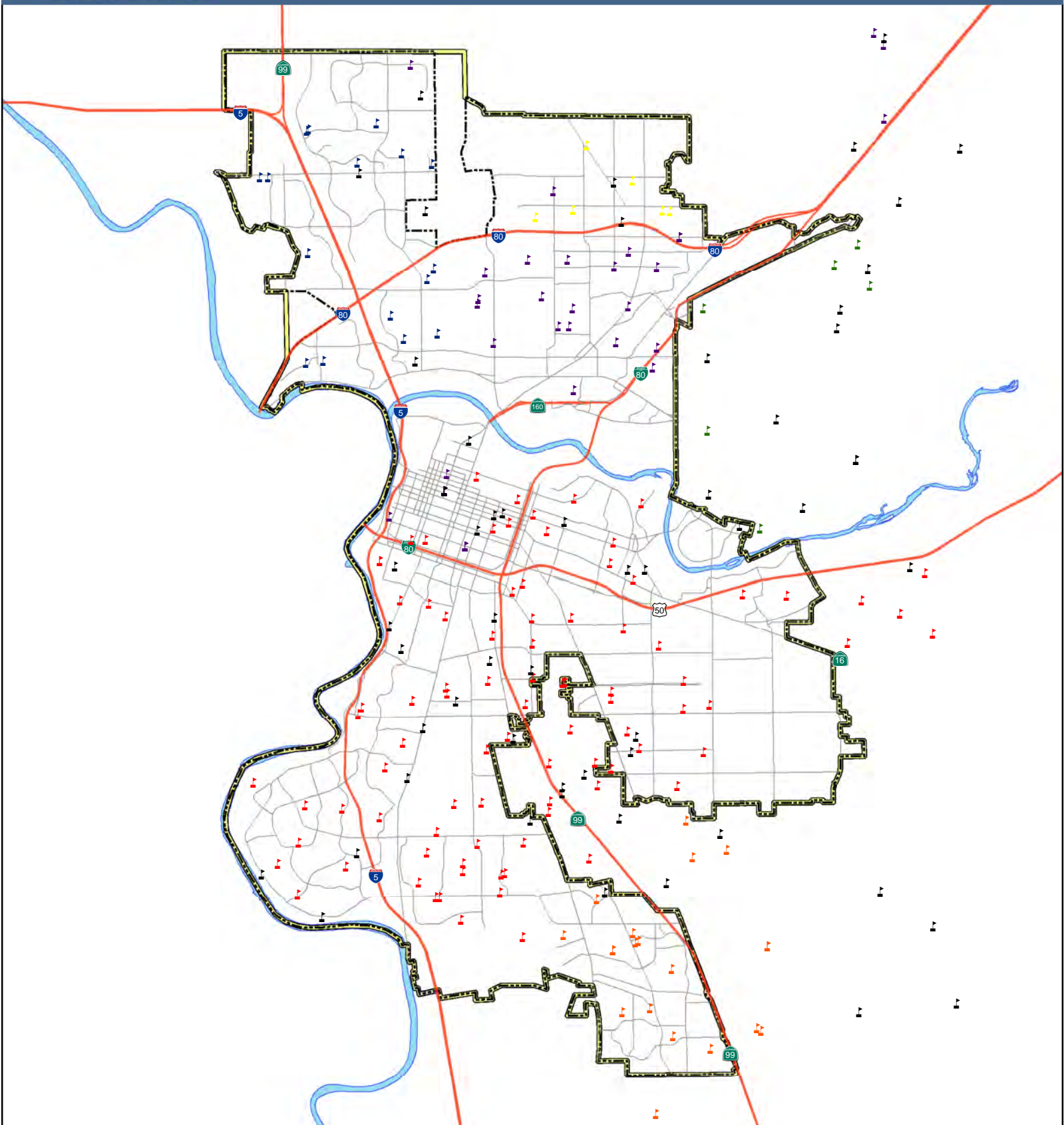
This section describes existing school facilities, services, and enrollment capacities for schools in the city of Sacramento, its Sphere of Influence (SOI), and other areas within the Policy Area as well as current local and regional policy regarding new school development. Information from this section is based on State education data, facilities master plans for several school districts, and communication with the staff of the respective school districts. Six school districts provide elementary, middle, and high school education to residents of the Policy Area. Several local and regional colleges and universities provide higher education for residents.

Existing Conditions

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. Other districts serving residents within the Policy Area include the Twin Rivers Unified School District (TRUSD), Robla School District (RSD), Natomas Unified School District (NUSD), San Juan Unified School District (SJUSD), and the Elk Grove Unified School District (EGUSD). Some of these districts have schools outside the city limits but within the Policy Area. School district boundaries serving the Policy Area are shown in Figure 5-8. It should be noted that on November 6, 2007, north area residents approved Measure B, a proposal to reorganize four north area school districts (North Sacramento, Del Paso Heights, Grant, and Rio Linda) into one unified preschool through adult education district, newly called the Twin Rivers Unified School District (TRUSD).

The SCUSD area covers the Central City, east to the city limits. SCUSD is bordered on the north by TRUSD. NUSD, SJUSD, and RSD are located further north, extending to the county border. EGUSD covers the southern portion of the Policy Area.

Among the city's 297,212 residents aged 25 or over in 2011, 81.5 percent hold a high school diploma or higher and 29.2 percent hold a bachelor's degree or higher (U.S. Census 2011).



Legend

- Major Roads
- Highways
- City Limits
- Policy Area
- Waterways
- ▲ SCUSD
- ▲ TRUSD
- ▲ NUSD
- ▲ Robla
- ▲ SJUSD
- ▲ EGUSD
- ▲ Private Schools



0 1 2 Miles

Data Source: City of Sacramento, 2012;

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Public Schools Facilities

Tables 5-21 through 5-26 list the more than 150 public schools serving the Policy Area, as well as their enrollment (as of summer/fall 2011), capacity, and location for each school within the six school districts. Specifically, SCUSD operates more than 80 schools throughout the Policy Area; the District includes traditional elementary, middle, and high schools, as well as alternative education, adult education, and charter school facilities (SCUSD 2012a). TRUSD has 15 elementary schools, four middle schools, and three high schools in the Policy Area (TRUSD 2012a; TRUSD 2012b). TRUSD also operates many alternative education, adult education, special education, and charter school facilities. The RSD includes only elementary schools and one preschool, and all six of their schools are located within the city limits (RSD 2012a; RSD 2012b). NUSD operates two high schools, one middle school, and eight elementary schools serving residents of the Natomas area (NUSD 2010a; NUSD 2010b). NUSD also has a School Readiness and Early Learning Program for preschool services, a science and technology-focused school for elementary and middle school students, a continuation high school, and six charter schools for students from elementary to high school. The SJUSD has one elementary school, one K-8 school, and one high school that serve the Policy Area (SJUSD 2012a; SJUSD 2012b; SJUSD 2012c; SJUSD 2012d). EGUSD has five high schools, four middle schools, and seven elementary schools that serve students in the Policy Area (EGUSD 2012a; EGUSD 2012b). EGUSD also offers alternative education options through a continuation high school, an independent study high school, and a virtual academy providing education online for elementary and middle school students. Figure 5-8 shows the locations of schools within the Policy Area.

Table 5-21 Sacramento City Unified School District

<i>School Name</i>	<i>School Type</i>	<i>Enrollment</i>	<i>Capacity</i>	<i>Address</i>
Albert Einstein	Middle	736	1,208	9325 Mirandy Drive
Alice Birney Waldorf Inspired	Elementary (K-8)	486	512	6251 13th St
American Legion Continuation	High School	311	481	3801 Broadway
Arthur A. Benjamin Health Professions	High School	391	630	451 McClatchy Way
Bowling GreenChacón Language and Science Academy and PHI	Elementary - Charter	790	1,269	4211 TurnbridgeDr and 6807 Franklin Blvd
Bret Harte	Elementary	445	842	2751 9th Ave
C. K. McClatchy	High School	2,365	2,358	3066 Freeport Bl
Caleb Greenwood	Elementary (K-8)	551	742	5457 Carlson Dr
California	Middle	722	1,060	1600 Vallejo Dr
California Montessori Project Capitol Campus	Elementary - Charter (K-8)	246	N/A	2635 Chestnut Hill Dr
Camellia Basic	Elementary	486	665	6600 Cougar Dr
Capital City School	K-12	797	N/A	7222 24 th Street
Capitol Collegiate Academy	Elementary - Charter (K-8)	59	N/A	2118 Meadowview Rd
Aspire Capitol Heights Academy	Elementary - Charter	292	N/A	2520 33 rd Street
Caroline Wenzel	Elementary	447	703	6870 GreenhavenDr
Cesar E. Chavez	Elementary	301	546	7500 32 nd St
Clayton B. Wire	Elementary	465	895	5100 El Paraiso Ave
Collis P. Huntington	Elementary	266	536	5921 26th St
Crocker/Riverside	Elementary	638	600	2970 Riverside Bl
David Lubin	Elementary	565	843	3535 M St
Earl Warren	Elementary	524	782	5420 Lowell St
Edward Kemble	Elementary	512	670	7495 29th St
Elder Creek	Elementary	700	978	7934 Lemon Hill Rd
Ethel I. Baker	Elementary	671	872	5717 LaurineWy
Ethel Phillips	Elementary	413	790	2930 21st Av
Father Keith B. Kenny	Elementary - Charter	306	732	3525 Martin Luther King Jr Blvd
Fern Bacon	Middle	670	1,256	4140 Cuny Ave
Freeport ¹	Elementary	329	834	2118 Meadowview Rd
Fruit Ridge	Elementary	321	1,053	4625 44 St.
Success Academy	Middle/High School	7	787	5601 47 th Ave
Genevieve Didion	Elementary (K-8)	628	697	6490 Harmon Dr
George Washington Carver School of Arts and Science	High School - Charter	288	630	10101 Systems Parkway
Golden Empire	Elementary	647	849	9045 Canberra Drive
H. W. Harkness	Elementary	329	562	2147 54th Ave
Hiram Johnson	High School	1,653	3,276	6879 14th Ave
West Campus	High School	854	1,102	5022 58th St
Hollywood Park	Elementary	291	486	4915 Harte Wy
Hubert H. Bancroft	Elementary	568	609	2929 Belmar St
Leataata Floyd	Elementary	295	638	401 McClatchy Wy
John Bidwell	Elementary	348	603	1730 65th Ave
John Cabrillo	Elementary	405	690	1141 Seamas Ave
John D. Sloat	Elementary	311	549	7525 Candlewood Wy
John F. Kennedy	High School	2,108	3,120	6715 Gloria Dr
John H. Still	Elementary (K-8)	756	610	2200 John Still Dr
John Morse Therapeutic Center	K-8 School	55	130	1901 60 th Ave

Table 5-21 Sacramento City Unified School District				
<i>School Name</i>	<i>School Type</i>	<i>Enrollment</i>	<i>Capacity</i>	<i>Address</i>
Joseph Bonnheim	Elementary	410	834	7300 Marin Ave
Kit Carson	Middle	367	988	5301 N St
Language Academy of Sacramento (Spanish Immersion)	Elementary - Charter (K-8)	413	N/A	2820 49 th St
Leonardo Da Vinci	Elementary (K-8)	674	946	4701 Joaquin Way
Luther Burbank	High School	1,828	2,113	3500 Florin Rd
Maple	Elementary	271	460	3301 37th Ave
Mark Hopkins	Elementary	416	799	2221 Matson Dr
Mark Twain	Elementary	403	627	4914 58th St
Martin Luther King Jr.	Elementary (K-8)	630	853	480 Little River Wy
Matsuyama	Elementary	672	734	7680 WindbridgeDr
MET	High School - Charter	272	567	810 V Street
Nicholas	Elementary	616	864	6601 Steiner Dr
Oak Ridge	Elementary	415	906	4501 Martin Luther King Jr Blvd
Pacific	Elementary	522	788	6201 41 St
Parkway	Elementary	595	828	4720 Forest Pkwy
Peter Burnett	Elementary	588	1,000	6032 36th Ave
Phoebe Apperson Hearst	Elementary	564	559	1410 60th St
Pony Express	Elementary	459	503	1250 56th Ave
Rosa Parks (formerly C. M. Goethe)	Middle	465	907	2250 68th Ave
Rosemont	High School	1,445	2,331	9594 Kiefer Blvd
Sacramento Accelerated Academy	High School	240 ²	N/A	
Sacramento Charter	High School - Charter	837	N/A	2315 34 th St
Sam Brannan	Middle	641	1,144	5301 Elmer Wy
School of Engineering and Sciences	Middle/High School	392	615	7345 Gloria Dr
Sequoia	Elementary	512	648	3333 Rosemont Dr
Sol Aureus College Preparatory	Elementary - Charter (K-8)	177	N/A	6620 Gloria Dr
St. HOPE Public School 7	Elementary - Charter (K-8)	487	N/A	5201 Strawberry Ln
Susan B. Anthony	Elementary	298	626	7864 Detroit Blvd
Sutter	Middle	1,353	1,311	3150 I St
Sutterville	Elementary	574	693	4967 Monterey Wy
Tahoe	Elementary	317	554	3110 60th St
Theodore Judah	Elementary	454	679	3919 Mckinley Blvd
Sacramento New Technology	High School - Charter	304	409	1400 Dickson St
Washington	Elementary	223	528	520 18th St
Will C. Wood	Middle School	666	1,311	6201 Lemon Hill Ave
William Land	Elementary	282	540	2120 12th St
Woodbine	Elementary	404	612	2500 52nd Ave
YavPemSuab Academy	Elementary - Charter	348	N/A	7555 South Land Park Dr

Notes: 1. The Sacramento City Unified School District Board voted to close Freeport Elementary in February 2012.2. Number is approximate.

Source: Sacramento County Office of Education, <http://schools.scoe.net/schools.cfm?districtID=20>, December 17, 2012; Sacramento City Unified School District, <http://www.scusd.edu/charter-schools>, December 17, 2012. Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012. Capacity information provided by Susan Pointer, Legal Analyst III, Sacramento City Unified School District, written communication, January 16, 2013.

Table 5-22 Twin Rivers Unified School District

<i>School Name</i>	<i>School Type</i>	<i>Enrollment</i>	<i>Capacity</i>	<i>Address</i>
Warren A. Allison	Elementary	484	425	4315 Don Julio Blvd
D.W. Babcock	Elementary	368	631	2400 Cormorant Wy
Michael Castori	Elementary	739	725	1801 South Ave
Community Collaborative Charter- Independent Study	Elementary/Middle/High	1,016	N/A	5715 Skvarla Ave
Community Outreach Academy	Elementary/Middle	1,240	N/A	3800 Bolivar Avenue
Creative Connections Art Academy	Elementary Middle/High	604	1,769	7201 Arutas Ave 6444 Walerga Rd
Del Paso Heights	Elementary	518	609	590 Morey Ave
Fairbanks	Elementary	402	614	227 Fairbanks Ave
Futures	High - Charter	293	N/A	3701 Stephen Dr
Garden Valley	Elementary	389	500	3601 Larchwood Dr
Grant Union	High	2,025	2,045	1400 Grand Ave
Hagginwood	Elementary	420	613	1418 Palo Verde Ave
Heritage Peak	Elementary/Middle/High – Charter	1,072	N/A	6450 20 th St
Higher Learning Academy	Elementary/Middle - Charter	218	325	2625 Plover St
Harmon Johnson	Elementary (3-6)	582	801	577 Las Palmas Ave
Elwood J. Keema - Independent Study	High	717	508	5201 Arnold Ave
Martin Luther King Jr. Technology Academy	Middle	408	1,142	3051 Fairfield St.
Miles P. Richmond – Special Education	Middle/High	43	45	4330 Keema Ave
Morey Avenue Early Childhood Development Center	Elementary (Pre/K)	100	150	155 Morey Ave
Noralto	Elementary (Pre-2)	526	743	477 Las Palmas Ave
Northwood	Elementary	481	593	2630 Taft St
Norwood	Middle	752	886	4601 Norwood Ave
Pathways Community Day School	Elementary	22	50	6450 20 th Street
Regency Park	Elementary	866	913	5901 BridgecrossDr
Rio Linda	High	1,818	2,383	6309 Dry Creek Rd
Rio Linda Preparatory Academy	Middle	455	757	1101 G St
Rio Tierra	Middle	579	702	3201 NorthsteadDr
Sacramento Academic and Vocational Academy	Middle/High – Charter	751	N/A	5330 Powwer Inn Rd
Smythe Academy of Arts and Sciences	Elementary Middle - Charter	1,056	N/A	2781 Northgate Blvd. 5703 Skvarla Ave
Hazel Strauch	Elementary	580	775	3141 NorthstadDr
Vineland – Special Needs	Preschool	N/A	N/A	6450 20 th St
NOVA Opportunity Program	Middle	12	540	2035 North Ave
Vista Nueva Careers and Technology Continuation	High	158		2035 North Ave
Westside Preparatory Charter Westside Campus	Middle	437	583	6537 West Second St
Woodlake	Elementary	465	626	700 Southgate Rd

Source: Sacramento County Office of Education, <http://schools.scoe.net/>, December 17, 2012; Twin Rivers Unified School District, <http://www.twinriversusd.org/schools/>, December 17, 2012 Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012. Capacity information from Victoria Garcia, Facilities Accounting Supervisor, TRUSD, personal communication January 23, 2013.

Table 5-23 Robla School District

School Name	School Type	Enrollment ¹	Capacity ¹	Address
Robla	Preschool	3	--	4351 Pinell St
Robla	Elementary	478	--	5200 Marysville Bl
Taylor Street	Elementary	443	--	4350 Taylor St
Bell Avenue	Elementary	412	--	1900 Bell Ave
Glenwood	Elementary	464	--	201 Jessie Ave
Main Avenue	Elementary	255	--	1400 Main Ave
Total	--	2,055	2,094	--

¹ Robla only measures District capacity since students may attend any school of their choosing. Source: Sacramento County Office of Education, <http://schools.scoe.net/schools.cfm?districtID=15>, December 17, 2012; Robla School District, http://www.robla.k12.ca.us/index.php?option=com_content&view=category&layout=blog&id=45&Itemid=28, December 17, 2012; Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012. Capacity information from Teresa Ryland, Interim Chief Business Official, Robla School District, personal communication May 15, 2013.

Table 5-24 Natomas Unified School District

School Name	School Type	Enrollment	Capacity	Address
Bannon Creek	Elementary	643	960	2775 Millcreek Dr
Natomas	High School	1,212	2,407	3301 Fong Ranch Road
American Lakes	Elementary	522	1,140	2800 StonecreekDr
Jefferson	Elementary	483	1,110	2001 PebblewoodDr
Natomas Independent Charter School ¹	Elementary, Middle, High School	1,365	1,510	4600 Blackrock Dr.
Natomas	Middle	938	1,131	3200 North Park Drive
Leroy Greene Academy	Charter Middle	N/A	1,218	2950 West River Drive
Inderkum High School	High School	1,555	2,146	2500 New Market Dr
Natomas Park	Elementary	860	1,140	4700 Crest Dr
Two Rivers	Elementary	588	930	3201 W. River Dr
Discovery	Continuation High School	146	325	3401 Fong Ranch Road
Witter Ranch	Elementary	944	1,050	3790 Poppy Hill Wy
Heron	Science & Technology Elementary	837	--	5151 BanfieldDr
Westlake	Elementary (K-3)	459	660	3800 Del Paso Rd
Westlake	Elementary (4-6)	56	293	4400 East Commerce Dr
Natomas Pacific Pathways Prep	Middle	495	587	3700 Del Paso Rd
Natomas Pacific Pathways Prep	High School	479	500	3700 Del Paso Rd
H. Allen Hight	Elementary	740	1,320	3200 North Park Dr

Sources: Sacramento County Office of Education, <http://schools.scoe.net/schools.cfm?districtID=15>, December 17, 2012; Natomas Unified School District, <http://www.natomas.k12.ca.us/natomas/site/default.asp>, December 17, 2012; Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012. Capacity information from Mark Covington, Executive Director, NUSD, personal communication July 1, 2013.

Table 5-25 San Juan Unified School District				
<i>School Name</i>	<i>School Type</i>	<i>Enrollment</i>	<i>Capacity</i>	<i>Address</i>
Dyer-Kelly	Elementary	368	458	2236 Edison Ave
Pasadena	Elementary	259	284	4330 Pasadena Ave
Sierra Oaks	Elementary/Middle	661	733	171 Mills Rd
Winston Churchill	Middle	987	1,068	4900 Whitney Ave
Encina	Middle/High School	1,126	1,176	1400 Bell St
Mira Loma	High School	1,595	1,659	4000 Edison Ave

Sources: Sacramento County Office of Education, <http://schools.scoe.net/schools.cfm?districtID=15>, December 17, 2012; San Juan Unified School District, <http://www.sanjuan.edu/schools.cfm>, December 17, 2012; Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012. Capacity information from Robert Murray, Planning Analyst, SJUSD, personal communication May 28, 2013.

Table 5-26 Elk Grove Unified School District				
<i>School Name</i>	<i>School Type</i>	<i>Enrollment</i>	<i>State Capacity</i>	<i>Address</i>
Barbara Comstock Morse	Elementary	870	825	7000 Cranleigh Ave
Charles Mack	Elementary	889	850	4701 Brookfield Dr
Edward Harris ¹	Middle	1,194	1,227	8691 Power Inn Rd
Herman Leimbach	Elementary	673	775	8101 GrandstaffDr
Irene B. West	Elementary	1,135	900	8625 Serio Way
John Reith	Elementary	645	650	8401 Valley Lark Dr
Las Flores Independent Study	Elementary/Middle/High School	304	N/A	5900 BamfordDr
Elk Grove Unified School District Virtual Academy	Elementary/Middle	N/A	N/A	5900 BamfordDr
Monterey Trail ¹	High School	2,183	2,077	8661 Power Inn Road
Prairie	Elementary	1,078	1,025	5251 Valley Hi Dr
Rio Cazadero	Continuation High School	296	N/A	7825 GrandstaffDr
Samuel Jackman	Middle	944	1,173	7925 KentwalDr
Union House	Elementary	853	N/A	7850 Deer Creek Dr
Valley	High School	1,553	2,185	6300 Ehrhardt Ave
Harriet Eddy ¹	Middle	806	1,200	9329 Soaring Oaks Dr
Laguna Creek ¹	High School	1,641	2,212	9050 VicinoDr
James Rutter ¹	Middle	875	1,173	7350 Palmer House Dr
Florin ¹	High School	1,571	2,212	7956 Cottonwood Ln
Florin	Elementary	622	700	7300 Kara Dr
Samuel Kennedy	Elementary	920	875	7037 Briggs Dr
Katherine Albani	Middle	1,352	1,200	9140 Bradshaw Rd
Pleasant Grove	High School	2,490	2,185	9531 Bond Rd

Notes: 1. School is located in the City of Elk Grove or County of Sacramento but has portions of its attendance boundary in the City of Sacramento.

Source: Sacramento County Office of Education, <http://schools.scoe.net/schools.cfm?districtID=15>, December 17, 2012; Elk Grove Unified School District, <http://www.egusd.net/schools>, December 17, 2012; Enrollment data was obtained from California Department of Education, School Level Enrollment Reports, 2011-12, <<http://data1.cde.ca.gov/dataquest>>, accessed December 17, 2012; Kim Williams, Facilities, Elk Grove Unified School District, personal communication, January 10, 2013.

Private School Facilities

Private elementary, middle, and high schools serve residents throughout the Policy Area. There are 57 private schools located within the Policy Area, including 46 schools serving elementary school students, 39 schools serving middle school students, and 29 schools serving high school students (CDE 2012a). See Table 5-27 for a list of private school facilities and Figure 5-8 for their locations.

Table 5-27 Private Schools

<i>School Name</i>	<i>School Type</i>	<i>Address</i>
ABC School	Elementary/Middle/High School	4540 HarlinDr
Al-Arqam Islamic School	Elementary/Middle/High School	6990 65th St
Aldar Academy	Elementary/Middle/High School	4436 Engle Rd
Atkinson Youth Services School	Elementary/Middle/High School	3600 Fair Oaks Blvd
Berean Christian School	Elementary/Middle/High School	4801 Keema
Bergamo Montessori School	Elementary	8144 Pocket Rd
Bradshaw Christian	Elementary/Middle/High School	8324 Bradshaw Rd
Brookfield	Elementary/Middle	3600 Riverside Blvd
Calvary Christian	Elementary/ Middle/High	4911 47 th Ave
Camellia Waldorf	Elementary/Middle	5701 Freeport Blvd
Capital Christian	Elementary/Middle/High	9470 Micron Ave
Children's Home Connection, Inc.	Elementary/Middle/High	7005 Luther Dr, Suite 7
Christian Brothers	High School	4315 Martin Luther King Jr Blvd
Courtyard	Elementary	2324 L St
Cristo Rey High School-Sacramento	High School	6200 McMahon Dr
Crosspointe Church and School	Elementary	2406 Del Paso Rd
Florin Christian School	Elementary	8144 Florin Rd
Franklin Park Private School	Elementary	3031 Franklin Blvd
Holy Spirit	Elementary/Middle	3920 W Land Park Dr
Land Park Academy	Elementary/Middle/High	6400 Freeport Blvd
Land Park Academy	Elementary/Middle/High	2751 Wilmington Blvd
Merryhill Country	Elementary	7334 Park City Dr
Merryhill Millcreek	Elementary	2565 Millcreek Dr
Merryhill Pocket	Elementary	7446 Pocket Rd
Merryhill School	Elementary	9036 Calvine Rd
Milhou School - Gerber	Middle/High	9211 Gerber Rd
Milhou School, Inc.	High	7818 Bar Du Rd
Mustard Seed	Elementary	1321 North C St
Northern California Preparatory	Middle/High School	6046 Lemon Hill Ave
Pacific High School	High	5777 Madison Ave, Room 810
Playhouse Pyramid	Elementary/Middle/High	2659 Kit Carson Street St, Unit B
Point Quest Education, Inc.	Elementary/Middle/High	6600 44th St
Presentation of the Blessed Virgin Mary	Middle/High	3100 Norris Ave
River Valley	Middle/High	451 ParkfairDr, Suite 5
Sacramento Christian School	Elementary/Middle/High	4141 Fell St
Sacramento Country Day School	Elementary/Middle/High	2636 Latham Drive
Sacred Heart	Elementary/Middle	856 39th Street
Salam Academy	Elementary	4541 College Oak Drive
Shalom School	Elementary	2320 Sierra Boulevard
Sierra School at Eastern: Lower	Elementary/Middle	1150 Eastern Avenue
Sierra School at Eastern-Upper	High	1150 Eastern Avenue
Skyline Christian School	Elementary/Middle	3513 Sports Drive
Slavic Gospel	Elementary/Middle/High	4659 Dry Creek Road
Southpointe Christian School	Elementary/Middle	7520 Stockton Boulevard
St. Charles Borromeo	Elementary/Middle	7580 Center Parkway
St. Francis Elementary School	Elementary/Middle	2500 K Street
St. Francis High School	High	5900 Elvas Avenue
St. Ignatius School	Elementary/Middle	3245 Arden Way

St. Mary	Elementary/Middle	1351 58th Street
St. Patrick SUCCEED Academy	Elementary/Middle	5945 Franklin Boulevard
St. Philomene	Elementary/Middle	2320 El Camino Avenue
St. Robert School	Elementary/Middle	2251 Irvin Way
Town and Country Lutheran	Elementary/Middle	4049 Marconi Avenue
Trinity Christian School	Elementary/Middle	5225 Hillsdale Boulevard
Vrijheid Academy	Elementary/Middle/High	12 Button Court
Wayne Geri Academy	Middle/High	2110 P Street
Williams Academy, The	Elementary/Middle/High	6524 44th Street, Suite 204

Source: California Department of Education, Private School Directory, <http://www.cde.ca.gov/ds/si/ps/>, December 18, 2012.

Standards

School capacity is the primary concern associated with educational facilities. As land constraints and evolving educational needs have necessitated revisions to these standards, the California Department of Education has published The Guide to School Site Analysis and Development in order to establish a valid technique for determining acreage for new school formulas that permit each district to accommodate its individual conditions. The Department of Education recommends that a site utilization study be prepared for a potential site, based on these formulas.

Capacity

In SCUSD only five of the district’s 83 schools are overcrowded, as shown in Table 5-21. According to the SCUSD’s Facilities Strategic Planning Committee, overcrowding in the district requires students to be bused across town.

Based on the information presented in Tables 5-21 through 5-26, as of late 2012 all of the school districts have some remaining capacity, although individual schools within the districts may be operating at or above capacity. Certain schools within the Twin Rivers and Elk Grove school districts are at or above capacity. In EGUSD seven of 23 schools in the Policy Area are over capacity. In TRUSD two of 35 schools in the Policy Area are over capacity.

Planned Improvements

Elk Grove Unified School District has numerous school sites identified or owned within active and future development areas. EGUSD monitors both the plan approval process and the construction of homes to gauge the growth in a given area. EGUSD plans to build additional schools on these sites as they are needed and as school construction funds become available from the State. Currently (2012), EGUSD has proposes one future new school within the city of Sacramento. It is part of the proposed development Aspen 1 located near South Watt and Jackson Highway. The developers have been working with EGUSD to incorporate a school site which meets district requirements (Williams 2013).

Natomas Unified School District proposed construction of a bioscience school at West Lakeside for construction in 2012-13, construction of Westlake Charter School at the Northbrough II site in 2013-14, and construction of a Health Clinic adjacent to New Technology High School in 2014-15. NUSD also plans to acquire a new site for and construct a new middle school in 2014-15 (NUSD 2009).

The Robla School District is currently (2013) in the process of updating the Developer Fee Justification Study (2006), which analyzes past trends, future growth projections, capacity, and site needs. Although the District has grown every year for the past five years, the economic downturn put many proposed projects on hold. The new study will update the capacity figure and document site needs in order to plan for new improvements. The study is anticipated for release in August 2013.

SCUSD is currently working on updating existing school sites to increase economic development, environmental stewardship, and social equity (SCUSD 2012b). SCUSD makes improvements based on an environmental stewardship approach that focuses on:

- sustainable sites upgrades to John Cabrillo Elementary School, Sam Brannan Middle School, C.K. McClatchy High School, The Met, William Land Elementary School, and Luther Burbank High School;
- materials and resources improvements at A.A.B. Health Professional High School, Albert Einstein Middle School, the Enrollment and Family Services Center, Crocker Riverside Elementary, Caleb Greenwood K-8 School, and Martin Luther King Jr. K-8 School;
- water efficiency upgrades at Kit Carson Middle School, Earl Warren Elementary School, John F. Kennedy High School, Thomas Jefferson Elementary School, Marian Anderson Elementary School, and Albert Einstein Middle School;
- indoor environmental quality improvements at Sutter Middle School, Rosa Parks Middle School, Joseph Bonnheim Elementary School, Abraham Lincoln Elementary School, James W. Marshall Elementary School, and Golden Empire Elementary School;
- energy and atmosphere improvements at Rosemont High School, Sequoia Elementary School, Marian Anderson Elementary School, California Middle School, O.W. Erlewine Elementary School, and Sutterville Elementary School; and
- leadership, education, and innovation improvements at Alice Birney K-8 School, The Met, Oak Ridge Elementary School, George Washington Carver High School, Sutterville Elementary School, and Theodore Judah Elementary School.

From 2010 to 2012, TRUSD actually closed six schools, consolidating enrollment between 20 other schools in the District, to increase efficiency in response to budget cuts and the economic downturn. However, the District expects that it will need three new elementary schools and 27 new high school classrooms in the Grant Union High School attendance area, and four new elementary schools, 15 new middle classrooms, and one new high school in the Rio Linda High School attendance area to meet the capacity for projected enrollment during the 2022-23 school year.

The SJUSD is currently (2013) updating their Facilities Master Plan and anticipates it will be completed by November 2013.

Higher Education

Opportunities for higher education in the Policy Area are provided by both public and private colleges and universities including Cosumnes River College, McGeorge School of Law, UC Davis Medical School, Sacramento State University, Sacramento City College, and American River College.

The Los Rios Community College District operates Cosumnes River College (8401 Center Parkway), American River College (4700 College Oak Drive), and the Sacramento City College (3835 Freeport Boulevard) within the Policy Area, which provide transfer, general, and career education at the lower division level. The Los Rios Community College District enrolls more than 90,000 students (LRCCD 2012).

The University of the Pacific operates McGeorge School of Law. The private campus is located in Sacramento, at 3200 Fifth Avenue.

The California State University, Sacramento (Sacramento State) campus, provides undergraduate and graduate education to approximately 28,000 students and graduates about 6,500 students each year (CP 2011). The public university is located at 6000 J Street and encompasses approximately 300 acres (CSUS 2012). In Fall 2011 Sacramento State became an “impacted” university, where documented student demand exceeds funded capacity (CSUS 2009). Sacramento State uses supplemental admission criteria to evaluate first-time freshmen and new transfer applicants outside of local areas for admission. Applicants outside local areas for admission are required to meet additional criteria and are offered admission by rank order. As diversity in the Sacramento region continues to increase, Sacramento State anticipates that the student body will continue to diversify even while impacted.

Local Funding Sources

Local funding sources include both non-revenue and revenue monies. Non-revenue funds include certificates of participation, and other mechanisms typically in the form of loans. Revenue funds are generated from several sources, including the District’s general fund, money from the sale of unused school sites, general obligation funds, redevelopment agreement funds, developer fees, and others.

The SCUSD Facilities Master Plan (Plan) explains changes in the District since the previous Master Plan was prepared (1991), provides an inventory of existing District facilities, evaluates the condition of each school campus, provides a demographic and economic analysis of the District, describes future facilities needs in response to a growing student population and aging buildings, and outlines a Capital Improvement Plan. The Plan describes how the District should grow, what modifications to make to existing school sites, and outlines planning principles for the development of new school sites. The District will use this Plan as a tool to implement changes to existing campuses and to construct new ones through the year 2015.

The SCUSD 2012 Sustainable Facilities Master Plan (Plan) combines the District’s three goals: social equity, economic development, and environmental stewardship. The District completed a comprehensive review of existing facilities and created sustainable standards for design, maintenance, and operations. The Plan is based on six principles: sustainable sites; green materials and resources; water efficiency; indoor environmental quality; energy and atmospheric efficiency; and leadership, education, and innovation.

Regulatory Setting

Federal

A Federally-assisted meal program operating in public and nonprofit private schools and residential child care institutions that provides nutritionally balanced, low-cost or free lunches to children each school day. President Harry Truman's administration established the program under the National School Lunch Act in 1946.

In 2001, Congress passed the No Child Left Behind Act (NCLB Act). This act, under direction of the U.S. Department of Education, reauthorizes the Elementary and Secondary Education Act of 1965 with increased accountability for States, school districts, and schools; provides more flexibility for States and local educational agencies in the use of Federal education dollars; and places stronger emphasis on reading skills. The NCLB Act requires states to implement statewide accountability systems covering all public schools and students. These systems are based on challenging State standards in reading and mathematics, annual testing for all students in grades 3-8, and annual statewide progress objectives ensuring that all groups of students reach proficiency within 12 years. Assessment results and state progress objectives are broken out by poverty, race, ethnicity, disability, and limited English proficiency to ensure that no group is left behind. School districts and schools that fail to make adequate yearly progress (AYP) toward statewide proficiency goals are subject to improvement, corrective action, and restructuring measures. Schools that meet or exceed AYP objectives or close achievement gaps are eligible for State Academic Achievement Awards.

State

California Code of Regulations

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State.

School Facility Program

The School Facility Program (SFP) is the major State funding program for providing permanent public school facilities. SFP was created by the passage of Proposition 1A and Senate Bill 50 in 1998. It is administered by the State Office of New Public School Construction. Proposition 1A/SB 50 enables the district to collect School Developer Fees in an amount up to 100 percent when general obligation funds from the State are unavailable.

Proposition 1A/Senate Bill 50

Proposition 1A/Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) is a school construction measure authorizing the expenditure of State bonds totaling \$9.2 billion through 2002, primarily for modernization and rehabilitation of older school facilities and construction of new school facilities. \$2.5 billion is for higher education facilities and \$6.7 billion is for K-12 facilities.

Proposition 1A/SB 50 implemented significant fee reforms by amending the laws governing developer fees and school mitigation:

- It establishes the base (statutory) amount (indexed for inflation) of allowable developer fees at \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial construction. Current State statutes dictate that school districts have the authority to levy fees on new development at rates of \$3.20 per square foot of new residential and \$0.51 per square foot for commercial and industrial development.
- It prohibits school districts, cities, and counties from imposing school impact mitigation fees or other requirements in excess of or in addition to those provided in the statute.
- It also suspends for a period of at least eight years (2006) a series of court decisions allowing cities and counties to deny or condition development approvals on grounds of inadequate school facilities when acting on certain types of entitlements.

Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act . . . involving . . . the planning, use, or development of real property” (Government Code 65996(b)). Additionally, a local agency cannot require participation in a Mello-Roos for school facilities; however, the statutory fee is reduced by the amount of any voluntary participation in a Mello-Roos.

Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be “full and complete mitigation.” The law identifies certain circumstances under which the statutory fee can be exceeded, including preparation and adoption of a “needs analysis,” eligibility for State funding, and satisfaction of two of four requirements (post-January 1, 2000) identified in the law including year-round enrollment, general obligation bond measure on the ballot over the last four years that received 50 percent plus one of the votes cast, 20 percent of the classes in portable classrooms, or specified outstanding debt.

Assuming a district qualifies for exceeding the statutory fee, the law establishes ultimate fee caps of 50 percent of costs where the State makes a 50 percent match, or 100 percent of costs where the State match is unavailable. District certification of payment of the applicable fee is required before the City or County can issue the building permit.

Assembly Bill 16

Assembly Bill 16 (AB 16) was approved within the School Facility Program (SFP) in 2002 and established the Critically Overcrowded School Facilities (COS) program, which supplements the new construction provisions within the SFP. The COS program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for a preliminary apportionment for new construction projects.

Proposition 55

Proposition 55 is a school construction measure passed in 2004 authorizing the sale of approximately \$12.3 billion in bonds to fund qualified K-12 education facilities to relieve overcrowding and to repair older schools. Funds target areas of the greatest need and must be spent according to strict accountability measures. These bonds will be used only for eligible projects. Approximately ten billion dollars will be allocated to K-12 schools, with the remaining 2.3 billion allocated to higher education facilities.

Proposition 98

Proposition 98 required that the State spend a minimum percentage (about 40 percent) of the budget on K-12 education and that the percentage not be less than the total amount from these sources in the prior year plus 0.5 percent as adjusted for increases in enrollment and changes in the cost of living. Proposition 98 funding was suspended in 2003.

California Department of Education Standards

The California Department of Education creates K-12 education policy in the areas of standards, instructional materials, assessment, and accountability, and includes the Director of Education who performs the executive and administrative functions of the Department and the State Board of Education which functions as the governing and policy-making body of the Department. (California Department of Education)

The California Department of Education published the Guide to School Site Analysis and Development to establish a valid technique for determining acreage for new school development. Rather than assigning a strict student/acreage ratio, this guide provides flexible formulas that permit each district to tailor its ratios as necessary to accommodate its individual conditions. The Department of Education also recommends that a site utilization study be prepared for the site, based on these formulas.

Local

Sacramento City Code

Chapter 18.24, Article V of the Sacramento City Code establishes a school facilities development impact fee to finance the cost of school facilities necessitated by residential development within the North Natomas area. The fee amount is set in a hearing held by the City Council.

Chapter 15.132 of the Sacramento City Code allows any public school district with part of its school attendance within the city to file a declaration of impact resolution of the governing board. The resolution must describe the impacts of the proposed development and the options that the governing board either acted upon or rejected to alleviate or avoid the effect of new or proposed development. The school district must submit a detailed program of mitigation proposed for each impacted school within the district. The program shall, among other things, set forth the projected costs for the district to provide temporary school facilities as well as measures proposed to recover the projected costs. The City Council may find a district to be eligible and may impose a requirement of the payment of fees or dedication of land as a condition to the issuance of building permits for new dwelling units within attendance areas of said district's impacted schools. Developers must then file a certificate of mitigation or a certificate of waiver of mitigation with the Director of building inspections before the City will issue a building permit.

Findings

- The Policy Area is served by six school districts providing public elementary, middle school, and high school opportunities. These school districts include Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and Elk Grove Unified School District.
- Only five of the 83 schools within Sacramento City Unified School District are overcrowded.
- Twin Rivers Unified School District has two of 35 schools within the Policy Area that are at or above capacity.
- Elk Grove Unified School District has seven of 23 schools within the Policy Area that are at or above capacity.

5.7 Health Facilities

Introduction

This section describes the major hospitals, health clinics, and mental health services within the Policy Area. Information was obtained from communication with the various health providers, as well as City and County of Sacramento staff.

Existing Conditions

Public health programs and public hospitals serving Policy Area residents are operated at the County level; other health facilities include privately operated hospitals and clinics, as described below.

Public Hospitals

There are no public hospitals serving the Policy Area; however, the County contracts with private hospitals to provide medical services to residents in the County Medically Indigent Services Program (CMISP) and operates clinics in various locations. The CMISP is a program of "last resort" designed to meet the healthcare needs of individuals in the community who are not otherwise eligible for healthcare programs such as Medi-Cal, Medicare or private health insurance, and who meet the County's "last resort" socioeconomic eligibility standards. CMISP is a program mandated by the State of California, Title 17 of the Welfare and Institutions Code, to provide access to medical care for medically indigent persons (SCDHHS 2013a).

Emergency Facilities

The County contracts with the following private hospitals for inpatient, outpatient, and emergency services; a description of each hospital and the services they offer is included in the next subsection titled Private Hospitals:

- Mercy General Hospital
- Mercy San Juan Hospital
- Methodist Hospital
- Sutter General Hospital
- Sutter Memorial Hospital
- UC Davis Medical Center

Private Hospitals

Seven major hospitals serve the Policy Area, as shown in Figure 5-9. Detailed information regarding type of services and number of patient beds for each facility is described below.

Kaiser Permanente South Sacramento Medical Center: (6600 Bruceville Road)

Kaiser South Sacramento's 179-bed hospital is currently (2012) staffed with 400 physicians and 3,000 support staff who provide services in all primary specialties and most sub-specialty care. Services offered at the South Sacramento Medical Center include: a 24-hour emergency department, alcohol and drug abuse program, allergy, anesthesiology, behavioral medicine, cardiology, dermatology, endocrinology, gastroenterology, head and neck surgery, hematology/oncology, internal medicine, neurology, nuclear medicine, obstetrics/gynecology, occupational medicine, oncology, ophthalmology, orthopedics, pathology, pediatrics/sub-specialties, preventive medicine, physical medicine and rehabilitation, psychiatry, radiology, rheumatology, surgery, and urology. In addition, services are provided in HIV/AIDS, home health, hospice, injection clinic, laboratory, nutrition, optometry, pain management, perinatal, pharmacy, physical therapy, sleep lab, and social services. Kaiser South recently (2010) expanded the size of the medical center by approximately one third allowing the hospital to serve as a Level II Trauma Center (KPSSMC 2013).

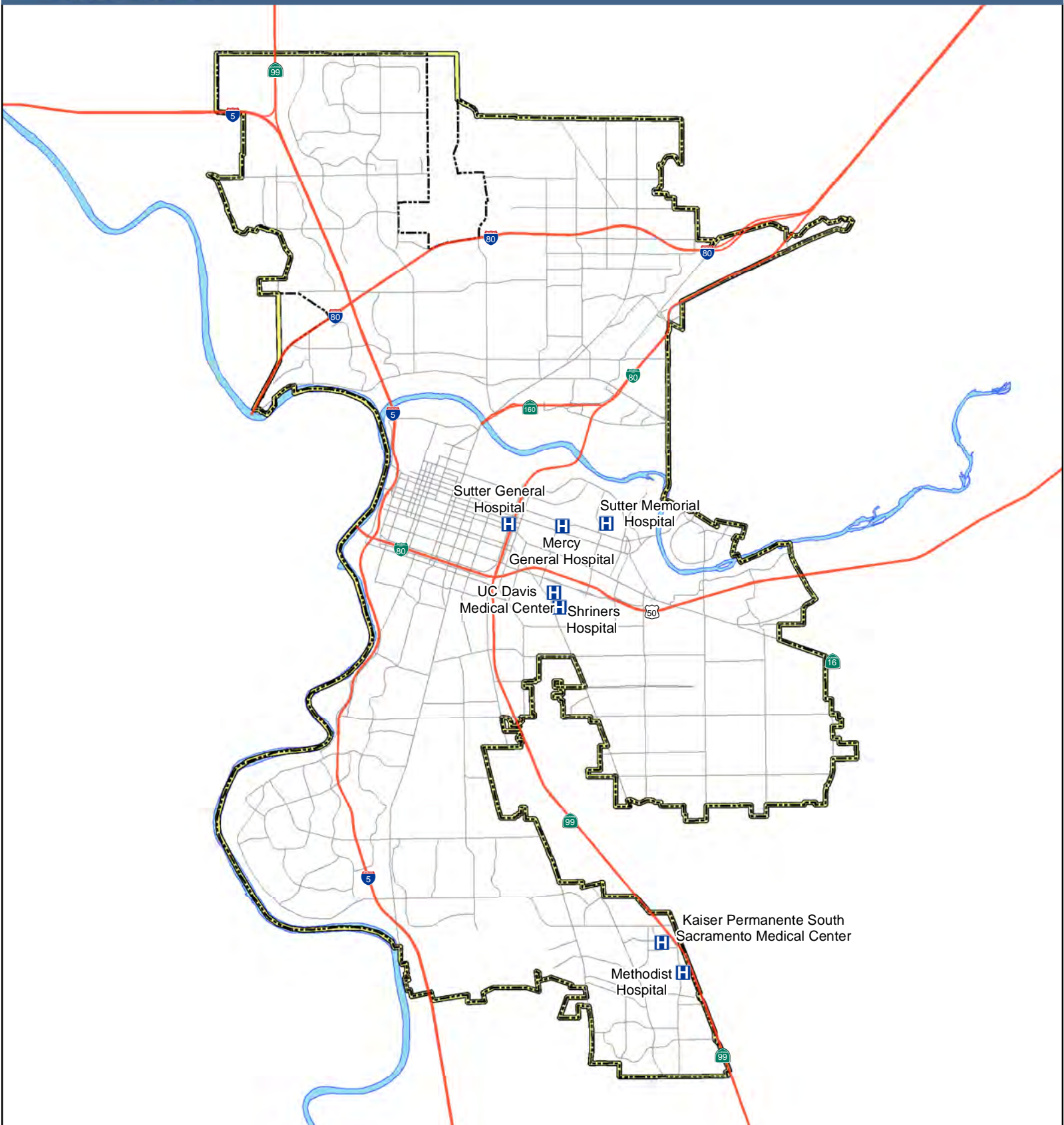
Mercy General Hospital: (4001 J Street)

Mercy General is a Dignity Health (formerly Catholic Healthcare West) hospital. Dignity Health is a not-for-profit system of 40 hospitals and medical centers in California, Arizona and Nevada (Dignity Health 2013a). As of 2012 the Mercy facility has 343 licensed beds, 878 physicians, and a total staff of 2,220 employees (Mercy General Hospital 2012). Mercy General provides the following services and facilities: Family Birth Center, Mercy Eye Institute, Mercy Heart Institute, Ortho/Neuro/Spine/Rehab, research, imaging services, Mercy home care services, Mercy Clinic Norwood, and a Preventative Health Center. Mercy General is currently (2012) constructing a new four-story cardiac care center within its medical campus located on J Street. The Alex G. Spanos Heart & Vascular Center will house four state-of-the-art cardiac surgery operating rooms, expansion capability for two additional cardiac catheterization labs, a highly advanced 20-bed cardiac surgery intensive care unit, 71 family-friendly patient rooms, and an integrated cardiac and pulmonary rehabilitation pavilion (Dignity Health 2013b).

Methodist Hospital: (7500 Hospital Drive)

As of 2011, Methodist Hospital is a 333 bed facility with 162 licensed acute-care beds (Methodist Hospital 2012). Also a Dignity Health member, the hospital employs 435 affiliated physicians and 1,333 support staff. Methodist Hospital provides the following services and clinics: Bruceville Terrace, Family Practice Medical Program, Mercy family health center, Mercy home care service, digestive services, ortho and sports medicine, rehabilitation and therapy, surgical services, women's and children's services, and emergency services.

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Legend

- Major Roads
- Highways
- - - City Limits
- ▭ Policy Area
- ▭ Waterways
- H Hospitals



0 1 2 Miles

Data Source: City of Sacramento, 2012;

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Shriners Hospital: (2425 Stockton Boulevard)

Shriners Hospitals for Children, Northern California, is a medical center providing pediatric care in three specialty programs — orthopedics, spinal cord injury treatment and rehabilitation, and acute burn treatment and rehabilitation. The hospital is an 80-bed facility. Any child under 18 years old may be eligible for admission if the child's condition is within the scope of services offered at Shriners. All medical care is provided free of charge to the patient and their family (SHC 2013).

Sutter Medical Center:

The Sutter Medical Center includes Sutter General Hospital (2801 L Street), Sutter Memorial Hospital (5151 F Street), and Sutter Center for Psychiatry. In total, the Sutter Medical Center facilities have a collective bed capacity of over 700 (SMC 2013).

Sutter General is a 306-bed specialty medical center, which includes 219 general beds and 87 beds in the Skilled Nursing Facility, that focuses on general acute medical/surgical care as well as a medical base to advanced services for cancer, orthopedics, spine, and neurology and neurosurgery (SMC 2013). Sutter General is currently expanding its midtown campus to include a Women's and Children's Center and medical offices. Construction is expected to be completed by late 2014 (SMC 2012b).

Sutter Memorial is a 346-bed medical center that specializes in cardiovascular services, transplants, and women's and children's specialty services (SMC 2013). Sutter Memorial services are being consolidated onto the Sutter General campus. As a result, Sutter Memorial will be demolished or sold and converted to other uses once expansion construction at Sutter General is complete. In 2014, all the services currently housed inside Sutter Memorial Hospital will be transitioned to the new midtown campus.

Sutter Center for Psychiatry is a 69-bed hospital providing a full range of psychiatric and mental health services for all ages. These included inpatient and outpatient psychiatric, mental health, and chemical dependency services (SMC 2013).

Sutter Medical Center is currently planning an expansion at its 28th and L Street location and the closure of its 51st and F Street location, to consolidate all of its acute care services into one centrally-located medical campus. The project includes the existing Sutter General Hospital, parking structures under the freeway, the new Women's and Children's Hospital, and the Sutter Medical Foundation Building, as well as St. Luke's Medical Office Building and the new Community Parking Structure with neighborhood serving retail. The expansion will allow for the creation of additional capacity for specialized care at both the Medical Center and the new Women's and Children's Hospital. It is anticipated construction of the SMCS project will begin in 2005 and be completed in 2014, subject to jurisdictional approvals.

The Women's and Children's Hospital Building plans to provide the following services: Neonatal Intensive Care beds, Intensive Care, Pediatric Intensive Care, Pediatric Medical/Surgical suites, Labor and Delivery Rooms, Ante-Partum beds, and Post-Partum (birthing recovery) beds, with a total of 197 beds. The Women's and Children's center is expected to open in 2014.

UC Davis Medical Center: (2525 Stockton Boulevard)

The University of California (UC) Davis Medical Center is one of five teaching hospitals in the UC system. It offers nationally regarded medical and scientific expertise in specialties ranging from infectious diseases and neuroscience to vascular biology and cancer. The UC Davis Medical Center is

the only level 1 trauma center in inland Northern California. The facility is licensed for 619 beds and employs 9,077 people (UCDMC 2013b).

In 2012, the 46,000-square-foot UC Davis Comprehensive Cancer Center expansion opened, co-locating adult and pediatric programs.

Health Clinics

Various groups offer health clinics designed to address the needs of specific underserved populations throughout the Sacramento area. Many of these clinics are operated in coordination with the UC Davis Medical Hospital, including the Joan Viteri Clinic, the Center for Aids Research and Education (CARES), the Paul Hom Asian Clinic, ClinicaTepati, Imani Clinic, and Shita Clinic. The County also provides CIMSP services at the following public clinics within the Policy Area:

- Primary Care Center (4600 Broadway)
- Del Paso Health Center (3950 Research Drive)
- Capitol Health Center (1500 C Street)
- Oak Park Clinic - Oak Park Neighborhood Multiservice Center Health Clinic (3425 Martin Luther King, Jr. Boulevard)

Mental Health Services

The Sacramento County Department of Health and Human Services, Division of Behavioral Health Services, serves the severely and persistently mentally ill, typically those individuals who cannot seek out private services on their own. Sacramento County offers a continuum of services ranging from acute crisis and inpatient through many specialized and community based support agencies, outpatient clinics known as Regional Support Teams, and consumer centers where clients can go for peer support and to learn skills for living in the community and managing their symptoms and disability. The division offers both adult and children's programs, which are listed below.

- Adult programs (SCDHHS 2013b)
 - Adult Mental Health Access Team: Provides screening, assessment, and referral; crisis intervention; development of an individualized treatment plan; referrals and advocacy for other services such as housing, employment, and healthcare; and medication management services.
 - Acute Psychiatric Emergency Services
 - Inpatient Psychiatric Hospitalization
 - Jail Psychiatric Services
 - Employment Services
 - Employment Cooperative

- Homeless & Housing Services
 - Guest House Homeless Clinic
 - Supportive Housing Programs
- Outpatient Mental Health Services
 - Adult Psychiatric Support Services Clinic
 - Crisis Residential Services
 - Integrated Services
 - Regional Support Teams
 - Sierra Elder Wellness Program
 - Suicide Prevention
 - Transcultural Wellness Center
 - Transitional Community Options for Recover and Engagement
 - Wellness & Recovery Centers
- Subacute Services
 - Psychiatric Skilled Nursing Facilities
 - Psychiatric State Hospitalization
 - Rehabilitation Centers
 - Transitional Residential Facilities
- Children’s programs (SCDHHS 2013c)
 - Child and Family Access Team: The team screens Sacramento County children (ages 0-20 years) and links them to the appropriate mental health service. Depending upon the child’s or youth’s needs, they may be referred to one of ten county operated programs and more than 70 contracted programs for a complete in-person assessment.
 - Acute Psychiatric Emergency Services
 - Crisis Intervention and Stabilization
 - Inpatient Hospitalization

- Early Childhood Mental Health Services
 - HEARTS for Kids
 - Infant Mental Health Services
- Intensive Mental Health Services
 - Fast Track Program
 - Flexible Integrated Treatment
 - Intensive Treatment Foster Care
 - Pathways
 - Residential Based Services
 - Therapeutic Behavioral Services
 - Transcultural Wellness Center
 - Wraparound Services
- Juvenile Justice Mental Health Services
 - Family Child Community Treatment Program
 - Juvenile Justice Diversion Treatment Program
 - Juvenile Justice Institutions
 - Multi-Systemic Therapy Program
 - Sacramento Assessment Center
- Outpatient Mental Health Services
 - Child and Adolescent Psychiatric Services Clinic
 - Child Protective Services/Mental Health (CPS/MH) Assessment Team
 - Children’s Mental Health & Alcohol or Other Drug Specialization
 - Children’s Mental Health Partial Hospitalization
 - Counseling, Rehabilitation, and Medication Support
 - Psychological Testing

- Suicide Prevention
- Transition Age Services
- Transitional Housing Program

Facilities

The Department of Health and Human Services also operates the Sacramento County Mental Health Treatment Center (SCMHTC), located on 2150 Stockton Boulevard. The psychiatric facility, licensed by the State Department of Mental Health, has been in operation at this location since 1980. In 2009, budget constraints forced the County to close the crisis stabilization unit, cutting 50 of the 100 beds at the SCMHTC. In September 2012, they opened an intake stabilization unit that accepts patients transferred from local emergency rooms. This unit will help to reduce the mental health patients seeking care at local hospitals that are less equipped to appropriately treat them (Robertson 2012).

The Minor Emergency Response Team unit also provides crisis intervention and stabilization for children and youth who are experiencing a psychiatric emergency. Inpatient hospitalization is available as a last resort when other treatment options are unsuccessful. The Minor Emergency Response Team unit is located 2150 Stockton Blvd.

Mental health services are also provided in a variety of privately owned and operated facilities within the Policy Area.

Funding

Health and social service funding is obtained from a variety of sources, including, but not limited to: the Federal government; State and county governments; private donors; grants; insurance companies; and patients and their families. Funding is affected by changes in the budget at all levels of government. Therefore, funding levels can fluctuate from year to year, depending on the economy and changes within the law. Providers are responsible for maintaining solvency according to their tax structures, and services can change in relation to the amounts of funding available.

Regulatory Context

No Federal, State or local regulations are applicable to health facilities.

Findings

- Public health services are primarily provided by Sacramento County departments, often in conjunction with other agencies, and private and non-profit organizations.
- Seven major private hospitals serve residents of the Policy Area. These include Kaiser Permanente Sacramento Medical Center, Mercy General Hospital, Methodist Hospital, Shriner's Hospital, Sutter Medical Center, and UC Davis Medical Center.

- Mental health services in the Policy Area are provided by the Sacramento County Department of Health and Human Services, Division of Behavioral Health Services and several other privately owned and operated facilities.

5.8 Human Services

Introduction

This section presents an overview of the human services offered to residents of the Policy Area by County and City agencies, and various non-profit and private ventures. Services for seniors, youths, and the homeless and indigent population are specifically addressed. Information for this section is based on various online resources. Additional information about recreational programs is included in Section 5.3, Parks and Recreation of this document.

Existing Conditions

Seniors

City

The City of Sacramento Parks and Recreation Department operates human service programs for city residents (PRD 2009; City of Sacramento 2013a). The Recreation and Community Services Division coordinates all senior programs offered by the Department. These programs are described below.

- Hart Senior Center (at Marshall Park in the midtown area): The center offers a variety of activities, programs, volunteer opportunities, and support services for people over age 50.
- Triple ‘R’ Program: Operated at three locations within the city, the program provides adult day-care with the goal of offering “respite” to family caregivers, “recreation” for older adults, and “resources” for families and the community.
- 50+ Wellness: The senior wellness program offers a multitude of exercise classes and activity camps for older adults, including a neighborhood walk program, a wellness newsletter, and an annual Olympic style athletic competition.
- Senior Adventure Camp: The last week of the season at Camp Sacramento is open only to adults age 50 and older. For five days and four nights seniors can participate in activities such as traditional arts and crafts, wellness workshops, social events, hikes, outdoor adventures, and fitness sessions.

County

Sacramento County provides senior services to county residents, which include the residents of the SOI and other areas within the Policy Area, through the Department of Health and Human Services.

The County Department of Human Services offers the following programs for elderly persons:

- Senior Nutrition Services: The Meals on Wheels program serves hot meals to the elderly. In addition, the All Seasons Café, at 22 locations throughout the county, provides a social atmosphere where seniors can dine together (ACC 2010).
- Senior Volunteer Services: The Division offers various volunteer opportunities, including the Senior Companion Program and Gifts from the Heart Program (DHHS 2013; DHHS 2013).

The Senior and Adult Services division of the Department of Health and Human Services serves the elderly and disabled adults by providing protection from abuse, neglect, and exploitation. Specifically, the division offers the following programs:

- Adult Protective Services (APS): APS is a State-mandated service program charged with investigating situations involving elderly and dependent adults who are reported to be in danger due to abuse, neglect, exploitation, or hazardous or unsafe living conditions (DHHS 2013a).
- In-Home Support Services (IHSS): IHSS assists aged, blind or disabled persons with daily care, including bathing, dressing, cooking, cleaning, grooming, and feeding (DHHS 2013j).
- Public Administrator/Public Guardian/Public Conservator (PA/PD/PC): PA/PD/PC provides assistance for those who are no longer able to care for their personal needs or financial resources (DHHS 2013q).
- The Network of Care program is an internet-based resource designed to give elderly and disabled persons easy access to information regarding long-term care (DHHS 2013m).

Elder Abuse Prevention and Follow-up. The Sacramento County Department of Justice operates the Elder Abuse Vertical Prosecution Program, which assigns one full-time prosecutor and one half-time investigator to all felony cases of elder and dependent adult abuse (CSDA 2013).

Youth

City

The City of Sacramento Recreation and Community Services Division operates a variety of programs to serve children in the city (PRD 2009; City of Sacramento 2013b). These programs include:

- Access Leisure: The year-round program offers sports, recreation, and camp opportunities for children, teens, and adults with disabilities.
- Athletics and Specialized Facilities: The division manages a variety of sports programs. Youth activities include middle school basketball and youth sports clinics; the Middle School Sports program offers 6th through 8th graders flag football and basketball leagues. The City also offers children's recreational programs, for children aged 6-12, which includes sports leagues, clubs, camps, and special events.

- Aquatics: The City’s aquatics program includes swimming lessons, swim teams, fitness programs, and a junior lifeguard program.
- Camp Sacramento: The family camp, located in the El Dorado National Forest, provides a variety of recreation and outdoor education activities in week or mini-week programs and a conference center operating from June to October.
- Cover the Kids: A county-wide planning effort to create a system that enables uninsured children to have access to affordable health care. This initiative has two primary goals. 1) to maximize enrollment in existing health coverage programs, and 2) create a new health coverage product, using local resources, for children that are uninsured but are currently ineligible for any existing health coverage program
- 4th “R”: The 4th “R” school-age child care program is a recreation-based childcare program for children ages 5-12, offered at 21 elementary schools throughout the Sacramento area.
- Kids School Crossing: The Division hires school crossing guards at more than 30 elementary schools in the city. The program provides part-time employment for people, many of whom are retired.
- Regional Children’s Health Project: The project is a collaborative county-wide effort to outreach, enroll and retain children, who are currently eligible but not enrolled, in low cost health insurance programs.
- Sacramento Start: The after-school program provides academic and enrichment activities to students 46 elementary schools, throughout six districts.
- Summer Food Service Program: The Federally-funded summer food service program provides meals to low-income youth at parks and recreation programs, apartment complexes, community centers, and other organizations.

County

The County offers several services programs to its youth. Sacramento County Department of Health and Human Services operates the Child Protective Services division, which ensures the health, safety, and well being of children.

A collaboration of the Child Abuse Prevention Council of Sacramento, the Junior League of Sacramento, and the Sacramento Children’s Home operates two Sacramento Crisis Nurseries, which offer safe, temporary homes for children whose parents are in crisis (SCH 2010). Children under age six can reside at the centers for up to 30 days while their parents receive other support services.

The County’s Primary Health Services division operates Women, Infants, and Children (WIC), a nutrition program designed to ensure that pregnant women, new mothers, and their children eat well and remain healthy (DHHS 2013s).

The County also operates the SAFE in Sacramento program. SAFE in Sacramento is a program that helps pay for services and activities for youth who need financial assistance. The County awards grants to eligible students from participating schools for school activities (DHHS 2013r).

Child Abuse Prevention and Follow-up. Child Protective Services operates child prevention and follow-up services to ensure the health, safety and well being of children, including the following (DHHS 2013d):

- Emergency Response: Operates a 24-hour child abuse hotline and investigates reports.
- Court Services.
- Family Maintenance: The program, for families with one or more CPS referrals, is designed to reduce risks to children and strengthen the family unit.
- Family Reunification: The program reconnects children in out-of-home care with their families through a variety of services and support programs.
- Foster Home Licensing.
- Permanent Placement.
- Independent Living.
- Adoptions.
- Community Collaboratives: The program provides training to mandatory reporters and other community members on child abuse reporting.
- QATA: Group Home Quality Assistance and Technical Assistance Program.

Young Adults

City

The Recreation and Community Services Division offers the following programs for young adults (PRD 2009; City of Sacramento 2013b). In addition, many young adults are eligible for the youth services described above.

- Teen Program - Access Leisure: The after-school social and recreational program is designed for youths with disabilities, ages 13-22. The program operates on high school campuses and provides activities to further the social, emotional and physical development of participants.
- Youth Vocational Training Programs: The program provides 14 to 18 year-olds with vocational training, life skills education, and are organized into crews and provide neighborhood and park cleanup and maintenance services.
- PASSages Program: The program provides after-school literacy and enrichment programs at two middle schools in Sacramento: John Still and Sam Brannon.
- Community Access: The program at Rosa Parks Middle School is an extended evening program for youth and their families that offers a place for social interaction, building family unity, and educating children and adults. The program is free and includes such

activities as: cooking, sports, open game room, educational classes, and enrichment dance classes. Helping Youth Positively Excel (HYPE): The program gives high school students the opportunity to strengthen social skills, improve confidence, problem solving and decision making abilities; elevate physical and academic performance; and most of all, meet new friends, learn new skills and have fun all in a safe environment. The after school program consists of academic support (e.g., tutoring, homework assistance) as well as a variety of recreation and enrichment activities (e.g., sports and fitness, nutrition, visual and performing arts, multi-cultural activities, vocational training and life skills education, leadership development, field trips). The program operates at George Washington Carver School of Arts and Sciences.

County

Sacramento County Department of Health and Human Services operates some programs for young adult residents in the county. One such program is YouthWORKS, an after-school program offering homework and tutoring support, life skills education, and recreational opportunities. The program is currently offered at Oak Park Community Center, Hiram Johnson High School, and McClatchy High School (DHHS 2013t).

Homeless and Emergency Shelter Services

While the Sacramento County Department of Human Assistance (DHA) has historically administered the community’s Continuum of Care (CoC) and homeless programs, a collaborative effort by numerous stakeholders transitioned the management of these programs to the non-profit organization Sacramento Steps Forward (SSF) in 2011. As shown in Table 5-28, the Sacramento Department of Human Assistance conducted a point-in-time count of the homeless population on January 27, 2011, and counted 2,358 homeless people in Sacramento County (DHA 2011).

Table 5-28 Persons Without Permanent Housing	
<i>Living Situation</i>	<i>Number of People</i>
Transitional housing	584
Emergency shelters	819
Homeless (without shelter)	955
Total	2,358

Source: Sacramento County Department of Human Assistance, Sacramento Homeless Count 2011, April 20, 2011.

Existing Services

The Sacramento County Department of Human Assistance, often in collaboration with other public agencies and non-profit organizations, operates the following homeless programs:

- Laverne Adolfo Housing Programs for Former Foster Youth: The program provides 18-24 year olds, previously in foster care, with housing and supportive services (DHA 2012b).
- Independent Living Program: The Federally-funded program helps eligible foster youth between the ages of 16-21 prepare for the transition to independence. The program includes independent life skill classes, education and career planning, assistance with applications for student aid, job placement assistance, and rental placement assistance (DHHS 2013i).

The Sacramento Housing and Rehabilitation Agency operates the following homeless programs:

- Winter Shelter Program: The program provides additional shelter for men in the winter months, when the regular men's shelters are full (SHRA 2012).
- Shelter Plus Care: The housing subsidy program provides supportive housing for disabled homeless individuals and families (SHRA 2012).

Community-Based Organizations. In addition to the County, a variety of non-government organizations provide services to the homeless and needy population in Sacramento. Among others, these groups include Loaves and Fishes, Francis House, Sacramento Cottage Housing, Union Gospel Mission, Volunteers of America, Wellspring, and the Salvation Army.

Indigent Services

General Assistance

The Department of Human Assistance administers the General Assistance program, providing short-term cash and social services to adults without children under age 18. The program also provides assistance finding employment. General Assistance is funded entirely by the County. The California Work Opportunity and Responsibility to Kids (CalWORKS) program provides cash assistance to families with dependent children. In 2008, 31,300 families received CalWORKS in Sacramento County (DHA 2012a).

Health Care

The homeless and indigent population has access to health care services via the County Medically Indigent Services Program (CMISP) (see Section 5.7 Health Facilities, for more information on these facilities). CMISP participants have access to medical services, emergency dental services, and pharmacy services at the Primary Care Center Clinic at 4600 Broadway (DHHS 2013e).

Very low-income individuals may access health care services through the Low Income Health Program (LIHP). LIHP provides health care coverage for uninsured childless adults ages 19 to 64 that do not qualify for Medicare, and are United States citizens and Sacramento County residents (DHHS 2013l).

Other Services

Substance Abuse

The Sacramento County Department of Health and Human Services, Alcohol and Drug Services division, contracts with community-based service providers offering the following services: outpatient treatment, methadone services, day treatment services, detoxification, residential treatment, and perinatal services (DHS 2013b).

Pre-treatment services including assessment, short-term counseling and group services with professional counselors are available at schools and neighborhood centers (DHS 2013o).

The Options for Recovery program provides services to pregnant or parenting women including case management, outpatient treatment, intensive day treatment, residential treatment, and transitional housing (DHS 2013n).

Services are also provided via court-related programs funded and delivered by the County including the Substance Abuse Crime Prevention Act, Adult Criminal Drug Court, Dependency Drug Court, Drug Diversion, Driving Under the Influence, Jail Treatment for Women, and Parolee Network Services (DHS 2013f).

The CalWORKS program is a collaboration between the Alcohol and Drug Services and Mental Health divisions of the Department of Health and Human Services and the Department of Human Assistance. The program provides services to individuals who have alcohol or other drug, mental health or domestic violence issues that are a barrier to obtaining employment. Services include outreach, case management, outpatient counseling, day treatment, residential, detoxification and transitional living (DHS 2013c).

Prevention and early intervention services are provided at schools, neighborhood centers, and various social service agencies. Strategies for the programs include information dissemination, education, alternatives, problem identification and referral, community based process, and environmental factors (DHS 2013p).

The Sacramento County Adult Mental Health, Alcohol and Drug Services and Primary Health Departments, and University of California. Department of Psychiatry collaboratively offer integrated services including psychiatric evaluation, brief treatment and referral to a clinician for ongoing medical/psychiatric conditions or Specialty Integrated Behavioral Health Services for Co-Occurring Concerns within the Primary Care Center (DHS 2013k).

Facilities. The County operates an assessment and treatment referral facility at 3221 Power Inn Road, where prospective participants are evaluated on a drop-in basis.

Care-A-Van is a mobile facility that provides HIV testing, pre and post HIV test counseling, primary health, alcohol and other drug treatment services throughout the County.

Temporary Aid for Needy Families

The Food Stamp Program, operated by the Department of Human Assistance, allows recipients to buy greater quantities of food and food with greater nutritional value.

Regulatory Context

There are no Federal, State or local policies that are directly applicable to human services in the Policy Area.

Findings

- Both the City and County offer services and programs to the youth, young adult, and senior populations. The demand for human services will continue to increase as the region grows.

- The Sacramento County Department of Human Assistance and community-based organizations offer various programs and services as well as emergency shelters and other facilities to the homeless and indigent populations of the area. The Sacramento Department of Human Assistance conducted a point-in-time count of the homeless population on January 27, 2011, and counted 2,358 homeless people in Sacramento County.
- The Sacramento County Department of Health and Human Services contracts with community-based service providers for substance abuse services.

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6 ENVIRONMENTAL RESOURCES

This chapter describes the existing conditions of the environmental resources within the Policy Area, including: agricultural resources, biological resources, water resources and water quality, cultural and historical resources, mineral resources, air quality, and scenic resources.

6.1 Agricultural Resources

Introduction

This section describes the existing conditions of the agricultural resources within and adjacent to the Policy Area. It is based on information from the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), aerial photographs of the city, and the Natural Resources Conservation Service (NRCS) Soil Survey.

Existing Conditions

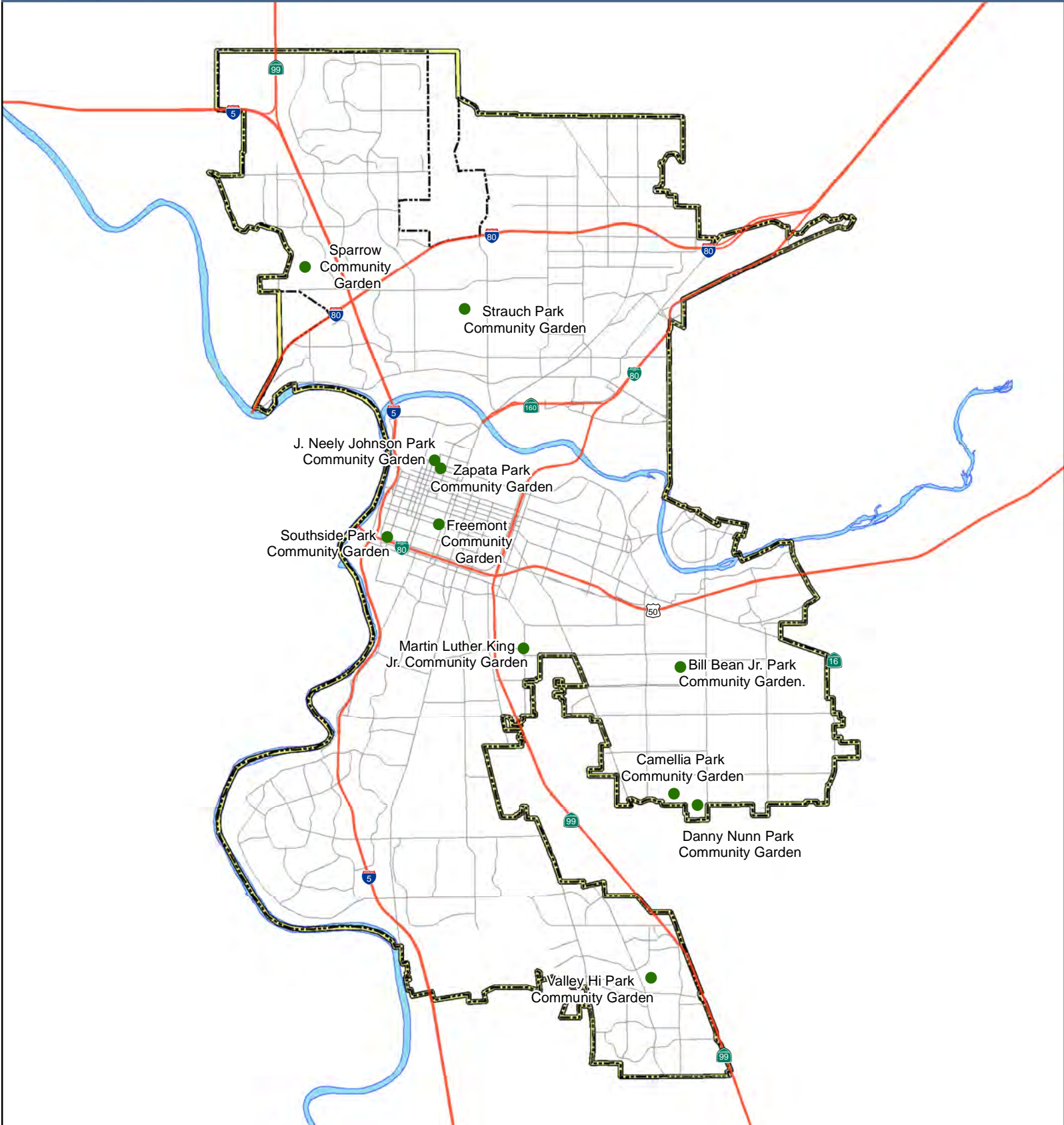
Citywide

Existing Agriculture

The city of Sacramento is built upon soil that is among the most fertile in California. As the city has grown, agricultural lands have been converted to non-agricultural uses. Today, the city of Sacramento is mostly urbanized, with limited amounts of active commercial agricultural lands remaining that support large-scale operations. Remaining agricultural land and commercial agricultural activity within the city limits are located in the southern area of the city and the northern area located within the North Natomas Community Plan area (see Figure 6-1).

Community Gardens. The City of Sacramento Department of Parks and Recreation operates 10 permanent community gardens (Table 6-1). These gardens provide residents of the Policy Areas with opportunities to garden.

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Legend

- Major Roads
- Highways
- Community Gardens
- - - City Limits
- ▭ Policy Area
- ▭ Waterways



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Table 6-1 Community Gardens within the Policy Area		
<i>Name</i>	<i>Location</i>	<i>Approximate Number of Plots</i>
Fremont Community Garden	14th and Q Street	50
J. Neely Johnson Park Community Garden	516 11th Street in downtown	10
Danny Nunn Park Community Garden	6920 Power Inn Road in South Sacramento	20
Southside Park Community Garden	5th Street near W Street in downtown	40
Bill Bean Jr. Park Community Garden	7400 17 th Avenue in south Sacramento	34
Martin Luther King Jr. Community Garden	3668 Martin Luther King Jr. Boulevard	41
Strauch Park Community Garden	3075 Northstead Drive in south Natomas	24
Sparrow Community Garden	3219 Sparrow Drive in north Natomas	14
Valley Hi Park Community Garden	8185 Center Parkway in south Sacramento	22
Zapata Park Community Garden	905 E Street in downtown	14

Source: City of Sacramento 2011

California Department of Conservation Important Farmland Classifications

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) combine technical soils ratings and current land use information to create an inventory of Important Farmland. Information on soils is primarily taken from the U.S. Department of Agriculture soil surveys. The California Department of Conservation divides Important Farmland into four categories: 1) Prime Farmland, 2) Farmland of Statewide Importance, 3) Unique Farmland, and 4) Farmland of Local Importance. According to the 2010 FMMP maps, the Policy Area contains 1,175 acres of Prime Farmland, 577 acres of Farmland of Statewide Importance, 67 acres of Unique Farmland, and 3,575 acres of Farmland of Local Importance, for a total of 5,394 acres in the Policy Area. The FMMP classification is based on multiple factors, including soil type, the type of crop produced, agricultural zoning, and potential for irrigation. Important Farmland in the Policy Area is shown on Figure 6-1. Important Farmland category definitions and Farmland acreages within the Policy Area are shown in Table 6-2.

Table 6-2 Farmland Mapping and Monitoring Program Farmland Classifications within the Policy Area

<i>Land Classification</i>	<i>Definition</i>	<i>Acres within Policy Area</i>
Prime Farmland	Prime Farmland generally consists of Class I and II soils. They have the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods.	1,175
Farmland of Statewide Importance	Similar to Prime Farmland but with some minor differences, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production some time during the four years prior to the mapping date.	577
Unique Farmland	Farmland that is not classified as prime or of statewide importance, which produces one of California's 40 leading economic crops, such as grapes, artichokes, avocados, and dates. Soil characteristics and irrigation are not considered.	67
Farmland of Local Importance	Land other than Unique Farmland, which may be important to the local economy due to its productivity or value. Determined by each county's board of supervisors and a local advisory committee.	3,575
Grazing Land	Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.	929
Urban and Built-up Land	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.	53,745
Other Land	Land not included in any other mapping category. Examples of land classified as Other Land include low density rural developments; timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as Other Land.	4,301
Total		65,494^a

Note: ^a Total does not include acreage of water in the Policy Area.

Source: California Department of Conservation 2010

Soils

The NRCS has mapped over 30 individual soil units in the Policy Area (see Figure 7-2 in section 7.1, Geological and Seismic Hazards). The predominant soil units in the Policy Area are the San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60 percent of the total land area. The remaining soil units each account for only a few percent or less of the total. The San Joaquin soils are generally present in the eastern and southeastern part of the Policy Area; Clear Lake and Cosumnes soils occur in the northern part of the Policy Area; and Galt soils are in the southwestern part of the Policy Area, in an area generally bounded by I-5 and State Route 99. Sailboat soils occur along the American and Sacramento rivers.

Capability Rating. There are several methods for classifying soil quality for agricultural uses. One method involves a soil capability rating provided by the NRCS. Capability ratings indicate, in a general way, the suitability of soils for most kinds of field crops. The classes are developed according to the limitation of the soils when used for field crops, the risk of damage when they are used, and the way they respond to treatment. The broadest capability groups are designated by Roman numerals I through VIII. Prime Farmland, which comprises approximately 1,175 acres in the Policy Area, usually consists of Class I and Class II soils.

Storie Index Rating. The NRCS has identified and mapped soils in Sacramento County in the Sacramento County Soil Survey and rated suitability of soils for agriculture using the Storie Index. This index expresses numerically the relative degree of suitability of a soil for general intensive agriculture. The rating is based on soil characteristics only and is obtained by evaluating such factors as soil depth, surface texture, subsoil characteristics, drainage, salts and alkali, and relief.

Williamson Act Contracts

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The Williamson Act is described in detail below in the Regulatory Setting. As shown on Figure 6-2, there are several parcels adjacent to the Policy Area under Williamson Act contract, but none within the Policy Area.

Adjacent Lands

Lands adjacent to the Policy Area are among the most productive agricultural regions in California. The area south of the Policy Area and extending into the Delta and the area west of Policy Area and extending towards the city of Davis are productive regions for such crops as tomatoes, pears, sugar beets, and alfalfa. The land to the east of the Policy Area is less suitable for crop production, but is well-suited for grazing livestock. Lands to the north of the Policy Area are productive sources of rice, grains, fruits, and other field crops. Agriculture, including fruit and vegetable processing and shipping, comprises a significant portion of the region's income and employment. Rice, tomatoes, wine grapes, prunes, peaches, almonds, and walnuts are among the more lucrative crops.

Regulatory Context

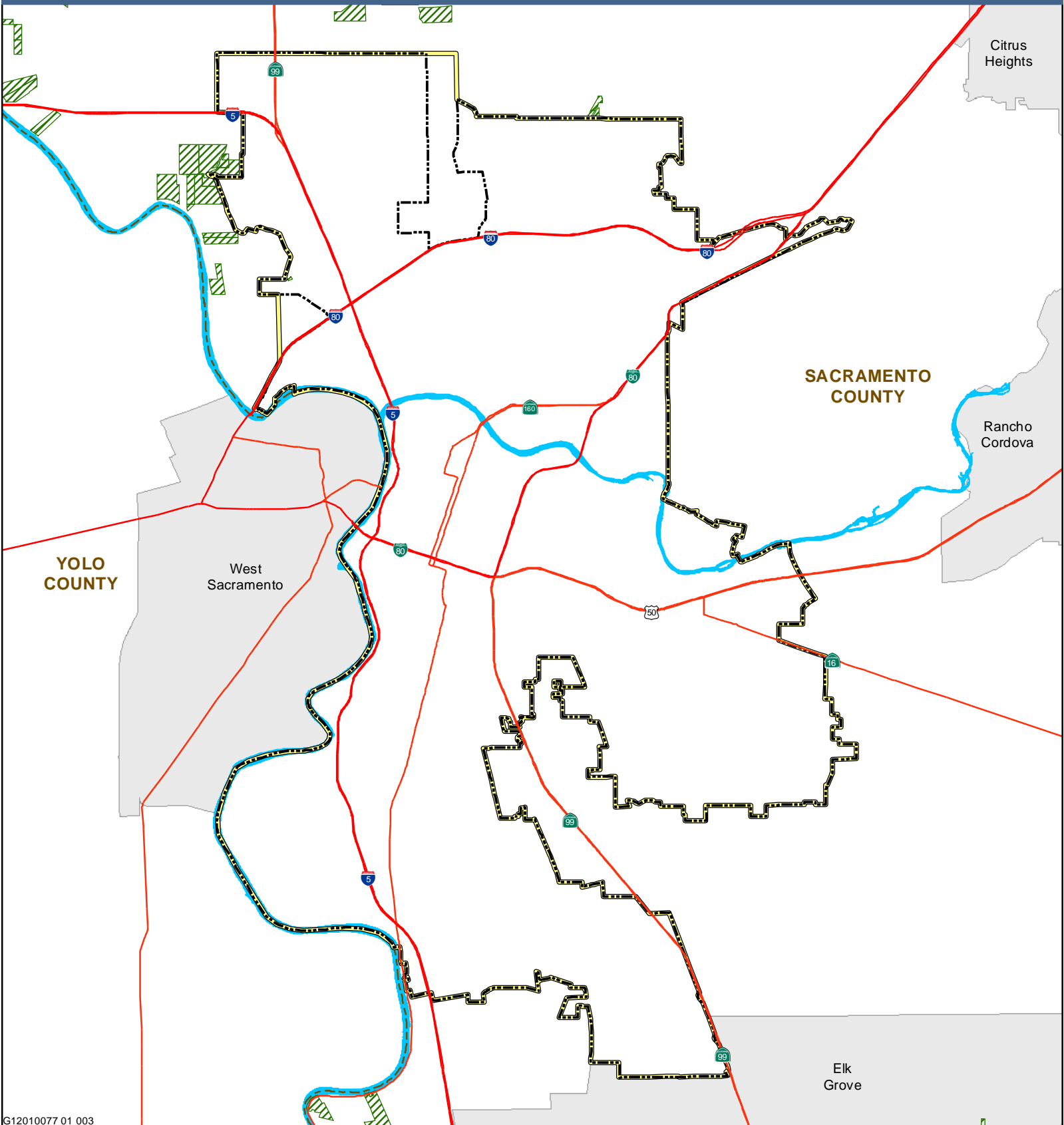
Federal

There are no specific Federal regulations that pertain to agricultural resources.

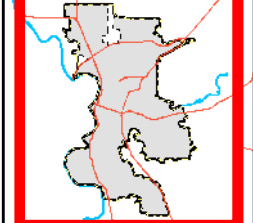
State

California Code of Regulations, Title 3: Food and Agriculture







The California Code of Regulations, Title 3, sections 6000-6920 regulate the registration, management, use, and application of pesticides on agricultural lands. These regulations are enforced by the Sacramento County Agricultural Commissioner's office. Specific regulations tend to vary for each pesticide, its method of application, and use. However, sections 6600 and 6614 have some general regulations relating to the application of pesticide. Section 6600 describes the standards of care that shall be used when applying pesticides. Standards include using equipment that is in good condition, performing pest control in a careful manner, properly applying pesticides, and exercising reasonable precautions to avoid contamination of the environment. Section 6614 requires that non-target crops, animals, or public or private property shall not be damaged by pesticide application.

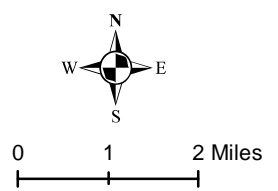


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Legend

-  Williamson Act Parcels
-  Highways
-  Waterways
-  City Limits
-  Policy Area
-  County Boundary



0 1 2 Miles

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Additionally, Sections 3482.5 and 3482.6 protect the right-to-farm in California by stating that agricultural activity and operations are not considered a nuisance due to any changed condition in or about the locality, after it has been in continuous operation for more than three years if it was not a nuisance at the time it began. Section 3482.6 does not preclude a City, County, or other political subdivision of this state, acting within its constitutional or statutory authority and not in conflict with other provisions of State law, from adopting an ordinance that allows notification to a prospective homeowner that the dwelling is in close proximity to an agricultural processing activity, operation, facility, or appurtenances. Many jurisdictions that have active agricultural activities do adopt local right-to-farm ordinances.

Williamson Act

The California Land Conservation Act of 1965 (or Williamson Act) (California Government Code section 51200) recognizes the importance of agricultural land as an economic resource that is vital to the general welfare of society. The enacting legislation declares that the preservation of a maximum amount of the limited supply of agricultural land is necessary to the conservation of the state's economic resources, and is necessary not only to the maintenance of the agricultural economy of the state, but also for the assurance of adequate, healthful, and nutritious food for future residents of the state and the nation.

Intended to assist the long-term preservation of prime agricultural land in the state, Williamson Act contracts provide the agricultural landowner with a protection against property tax increases in exchange for keeping the land in agricultural use. When under contract, the landowner no longer pays property tax for an assessed valuation based upon the property's urban development potential. The Williamson Act stipulates that, for properties under contract, "the highest and best use of such land during the life of the contract is for agricultural uses." Therefore, property under a contract is assessed and taxed based upon its agricultural value.

The Open Space Subvention Act (OSSA) was enacted on January 1, 1972 (Government Code section 16140 et seq.) to provide for the partial replacement of local property tax revenue foregone by local jurisdictions as a result of participation in the Williamson Act. OSSA authorized participating local governments to receive annual payment on the basis of the number of acres and quality based on soil type and agricultural productivity (California Department of Conservation 2013). Since 2009, State budget conditions have constrained the funds available for OSSA payments, including complete elimination of OSSA funds from the 2011 and 2012 State budgets.

Williamson Act contracts remain in effect for 10 years unless the property owner files for a notice of non-renewal with the County (California Department of Conservation 2007).

The Williamson Act also addresses "compatible" uses. In section 51231, the Williamson Act states that "the board or council, by resolution, shall adopt rules governing the administration of agricultural preserves...Rules related to compatible uses shall be consistent with the provisions of section 51238.1." Section 51238.1 states the following:

- a) Uses approved on contracted lands shall be consistent with all of the following principles of compatibility:

The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in agricultural preserves.

The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in agricultural preserves.

The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.

Local

City of Sacramento Comprehensive Zoning Ordinance

The City of Sacramento Comprehensive Zoning Ordinance (Sacramento City Code Title 17 or Zoning Ordinance) is intended to encourage the most appropriate use of land, conserve, stabilize, and improve the value of property, provide adequate open space for recreational, aesthetic, and environmental amenities, and control the distribution of population to promote health, safety, and the general welfare of the population of the city. To achieve this goal, the Zoning Ordinance regulates the use of land, buildings, or other structures for residences, commerce, industry, and other uses required by the community. The City's two agriculture-open space zoning classifications are defined below.

- A: Agricultural Zone: This is an agricultural zone restricting the use of land primarily to agriculture and farming. It is also considered an open space zone. Property in this zone will be considered for reclassification when proposed for urban development which is consistent with the general plan.
- A-OS: Agriculture-Open Space Zone: This is an exclusive agricultural zone designed for the long-term preservation of agricultural and open space land. This zone is designated to prevent the premature development of land in this category to urban uses. The maximum building height is 50 feet.

Within the Policy Area there are 2,072 acres zoned as Agricultural (A) and 2,189 acres zoned as Agriculture-Open Space (A-OS).

Natomas Basin Habitat Conservation Plan

The Natomas Basin Habitat Conservation Plan (NBHCP) seeks "to promote biological conservation in conjunction with economic and urban development within the Permit Areas." Some species identified in and protected by the NBHCP rely on agricultural activities to sustain their populations. Figure 6-3 in Section 6.2, Biological Resources, shows the location of the NBHCP area. For a complete description of the NBHCP, please refer to page 6-34 in Section 6.2 of this report.

Findings

- According to the 2010 FMMP maps, there are approximately 5,400 acres of farmland in the Policy Area.
- Remaining agricultural land is concentrated in the northern and southern reaches of the Policy Area.
- There are no properties under Williamson Act contract in the Policy Area.

6.2 Biological Resources

Introduction

This section identifies major plant and animal resources within the Policy Area. Significant biological resources in the Policy Area include species listed as threatened or endangered, proposed for Federal and/or State listing as threatened or endangered, or any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW; formerly the California Department of Fish and Game) or United States Fish and Wildlife Service (USFWS). Additionally, sensitive habitats, habitat for any of the species described above, and wetlands or other waters under the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act, are considered significant biological resources.

Information for this section is based on data obtained from the CDFW's California Natural Diversity Database (2007), the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California (2007), USFWS Endangered and Threatened Species list, United States Geological Survey's (USGS) 7.5-minute quadrangles for Taylor Monument, Rio Linda, Citrus Heights, Sacramento West, Sacramento East, Carmichael, Clarksburg, Florin, and Elk Grove, species information on CDFW's website, and a variety of environmental documents including the Natomas Basin Habitat Conservation Plan (NBHCP; City of Sacramento 2003), Panhandle Annexation and PUD Draft EIR (City of Sacramento 2007), Railyards Specific Plan Draft EIR (PBS&J 2007), various environmental documents generated for the proposed Delta Shores Development, and the Final Draft Bufferlands Master Plan (Jones & Stokes 2000).

Existing Conditions

Habitats

Prior to human development, the natural habitats within the Policy Area included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the Policy Area. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

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

Annual Grassland

Annual grassland habitat occurs throughout the undeveloped portions of the Policy Area, primarily as a distinct vegetation community, but also as an understory to oak and riparian woodland habitats. The largest concentration of annual grassland occurs in the northern portion of the Policy Area – in North Sacramento and North Natomas – but significant concentrations are also present in south Sacramento and in the eastern portion of the Policy Area. This habitat occupies (and has largely replaced through competition) what was once native perennial bunch grass habitat. Annual grassland species commonly observed in the Policy Area include ripgut brome (*Bromus diandrus*), soft chess (*Bromus mollis*), wild oat (*Avena fatua*), Italian rye (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum* spp. *gussoneanum*), foxtail barley (*Hordeum murinum* spp. *leporinum*), hairgrass (*Aira caryophylla*) and medusahead grass (*Taeniatherum caput-medusae*). Some of the more common forbs found in these annual grasslands include cutleaf geranium (*Geranium dissectum*), red stem filaree (*Erodium botrys*), clover (*Trifolium* spp.), bur clover (*Medicago polymorpha*), fiddle-neck (*Amsinckia menziesii*), curly dock (*Rumex crispus*), wild radish (*Raphanus sativa*), wild mustard (*Brassica* spp.), star thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), bull thistle (*Cirsium vulgare*), blue dicks (*Dichelostemma capitatum*), spikeweed (*Hemizonia fitchii*), and vinegar weed (*Trichostema lanceolatum*).

Annual grasslands are important habitats to a variety of wildlife, including small rodents such as deer mice (*Peromyscus maniculatus*) and California voles (*Microtus californicus*) that feed on the abundance of grass seeds that this habitat provides. Other small mammals that use this habitat include species such as Botta's pocket gopher (*Thomomys bottae*), cottontail (*Sylvilagus audubonii*), black-tail hare (*Lepus californicus*), and California ground squirrel (*Spermophilus beecheyi*). These small mammals in turn provide food for a variety of predators including mammals such as the coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), bobcat (*Lynx rufus*) and birds such as the red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), barn owl (*Tyto alba*), American crow (*Corvus brachyrhynchos*), and loggerhead shrike (*Lanius ludovicianus*). Other bird species that may occur in this habitat include the prairie falcon (*Falco mexicanus*), western meadowlark (*Sturnella neglecta*), scrub jay (*Aphelocoma coerulescens*), and western bluebird (*Sialia mexicana*). Frequently encountered reptile species in annual grasslands include the western yellow-bellied racer (*Coluber constrictor mormon*), northern Pacific rattlesnake (*Crotalus oreganus oreganus*), Pacific gopher snake (*Pituophis catenifer catenifer*), California kingsnake (*Lampropeltis getulua californiae*), western terrestrial garter snake (*Thamnophis elegans*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicarinatus*), and Gilbert's skink (*Eumeces gilberti*). Annual grasslands also frequently support seasonal wetlands and vernal pools that provide important breeding sites for the Pacific tree frog (*Pseudacris regilla*) and western toad (*Bufo boreas*).

Special-status species that use annual grasslands for foraging and/or nesting include the Swainson's hawk (*Buteo swainsoni*), burrowing owl (*Athene cunicularia*), and white-tailed kite (*Elanus caeruleus*). Where vernal pools or seasonal wetlands are a component, grasslands provide habitat for special-status species such as the Federally-listed vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardii*).

Ruderal Habitats

Ruderal communities within the Policy Area are characterized by plant species adapted to continued disturbance (e.g., mowing, spraying, grading) and are largely composed of non-native annuals that have displaced the more conservative, native perennial species. Ruderal assemblages of species are

found throughout the Policy Area, along the boundaries of active construction zones where recent grading or stockpiling of soils had taken place, in vacant lots, and in agricultural areas that are no longer in production. Non-native species typically observed within these areas include common sow-thistle (*Sonchus oleraceus*), white sweet clover (*Melilotus officinalis*), rip-gut brome (*Bromus diandrus*), wild oat, Bermuda grass (*Cynodon dactylon*), foxtail fescue (*Festuca megalura*), Italian rye-grass (*Lolium multiflorum*), wild radish (*Raphanus raphanistrum*), bur-clover, common plantain (*Plantago major*), milk thistle, common groundsel (*Senecio vulgaris*), cudweed (*Gnaphalium* spp.), filaree, spring vetch (*Vicia lathyroides*), common knotweed (*Polygonum arenastrum*), prickly lettuce (*Lactuca serriola*), red clover (*Trifolium pretense*), shepherd's purse (*Capsella bursa-pastoris*), and bull thistle. Native species observed included fiddleneck (*Amsinckia* spp.), horseweed (*Conyza canadensis*), miniature lupine (*Lupinus bicolor*), and toad-rush (*Juncus bufonius*).

Although not as ecologically diverse as other habitat types, ruderal communities are used by many wildlife species for all or part of their life cycle. Mammals typically found in these communities include Botta's pocket gopher (*Thomomys bottae*), California vole, black-tailed hare, California ground squirrel, and western harvest mouse (*Reithrodontomys megalotis*). These rodent populations provide prey for mammalian predators, such as coyote, and avian predators such as American kestrel (*Falco sparverius*), red-tailed hawk, barn owl, and great horned owl (*Bubo virginianus*). Additional species found in this habitat type include killdeer (*Charadrius vociferous*), American crow, mourning dove (*Zenaida macroura*), savannah sparrow (*Passerculus sandwichensis*), western meadowlark, gopher snake, and striped skunk (*Mephitis mephitis*).

Riparian

Riparian woodland and scrub habitats are generally associated with rivers, low gradient streams, floodplains, and occasionally ponds and canals. The composition of species in riparian woodland communities is highly variable and dependent on geographic location, elevation, substrate, and amount of flow in the watercourse. This habitat can be found along many of the perennial and ephemeral drainages and other waterways in the Policy Area, but the largest expanses of riparian vegetation occur along the American and Sacramento rivers, Natomas Main Drainage Canal (NEMDC) (also known as historic Steelhead Creek), Arcade Creek, and lower Morrison Creek/Beach Lake. The vegetation of the riparian woodland habitat is variable and often structurally diverse. Trees characteristic of riparian habitats in the Policy Area include valley oak (*Quercus lobata*), Fremont cottonwood (*Populus fremontii*), California black walnut (*Juglans californica*), white alder (*Alnus rhombifolia*), willow (*Salix* spp.), and Oregon ash (*Fraxinus latifolia*). Typical understory include shrubs, box elder (*Acer negundo*), button willow (*Cephalanthus occidentalis*), California buckeye (*Aesculus californicus*), coyote brush (*Baccharis pilularis*), California grape (*Vitis californicus*), Himalayan blackberry (*Rubus discolor*), and poison oak (*Toxicodendron diversilobum*). The herbaceous species occurring in the understory include seashore vervain (*Verbena litoralis*), bedstraw (*Galium* spp.), sedges (*Carex* spp.), umbrella sedges (*Cyperus* spp.), rushes (*Juncus* spp.), spike rush (*Eleocharis macrostachya*), and a variety of annual grasses.

Riparian habitats provide abundant food, cover, and breeding sites for wildlife in close proximity to water. These factors and the structural diversity of riparian woodland are largely responsible for the high productivity of this habitat type. Characteristic bird species in this habitat include the California quail (*Callipepla californica*), mourning dove, Nuttall's woodpecker (*Picoides nuttallii*), black phoebe (*Sayornis nigricans*), spotted towhee (*Pipilo maculatus*), California towhee (*Pipilo crissalis*), and song sparrow (*Melospiza melodia*). A number of these species nest or roost in riparian woodlands and feed in adjacent habitat, such as annual grassland and agricultural fields. Riparian woodlands also provide important feeding, resting, and nesting habitat for neotropical migrant songbirds such as

warblers, vireos, grosbeaks, and flycatchers. Mammals found within riparian habitat may include the raccoon (*Procyon lotor*), deer mouse (*Peromyscus maniculatus*), broad-footed mole (*Scapanus latimanus*), striped skunk, opossum (*Didelphis virginianus*), and gray fox. Amphibians and reptiles likely to occur in this community include the western toad, Pacific tree frog, common king snake (*Lampropeltis getulus californiae*), valley garter snake (*Thamnophis sirtalis fitchii*), and Gilbert's skink. Special-status species that forage and/or nest in riparian habitats include the Swainson's hawk, Cooper's hawk (*Accipiter cooperii*), yellow warbler (*Dendroica petechia*), white-tailed kite, and yellow-breasted chat (*Icteria virens*).

Oak Woodlands

Oak woodlands are very limited in the Policy Area and occur only in upland areas adjacent to (or integrated with) riparian woodland habitat. The largest concentration of oak woodland is found in North Sacramento, but the habitat is also still present to a limited extent in the southwestern portion of the Policy Area near Beach Lake and the Sacramento Regional Wastewater Treatment Plant buffer lands. Plant species composition in this habitat can be variable, but is typically dominated by an overstory of valley oaks, and/or interior live oaks (*Quercus wislizenii*), with blue oak (*Q. douglasi*), California buckeye, California black walnut, and foothill pine (*Pinus sabiniana*). Understory plant species include poison oak, toyon (*Heteromeles arbutifolia*), coyote brush, Himalayan blackberries, and a variety of annual grasses such as wild oats, wild rye, and foxtail barley.

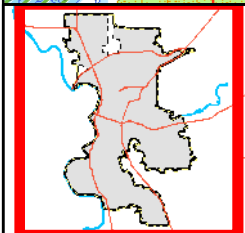
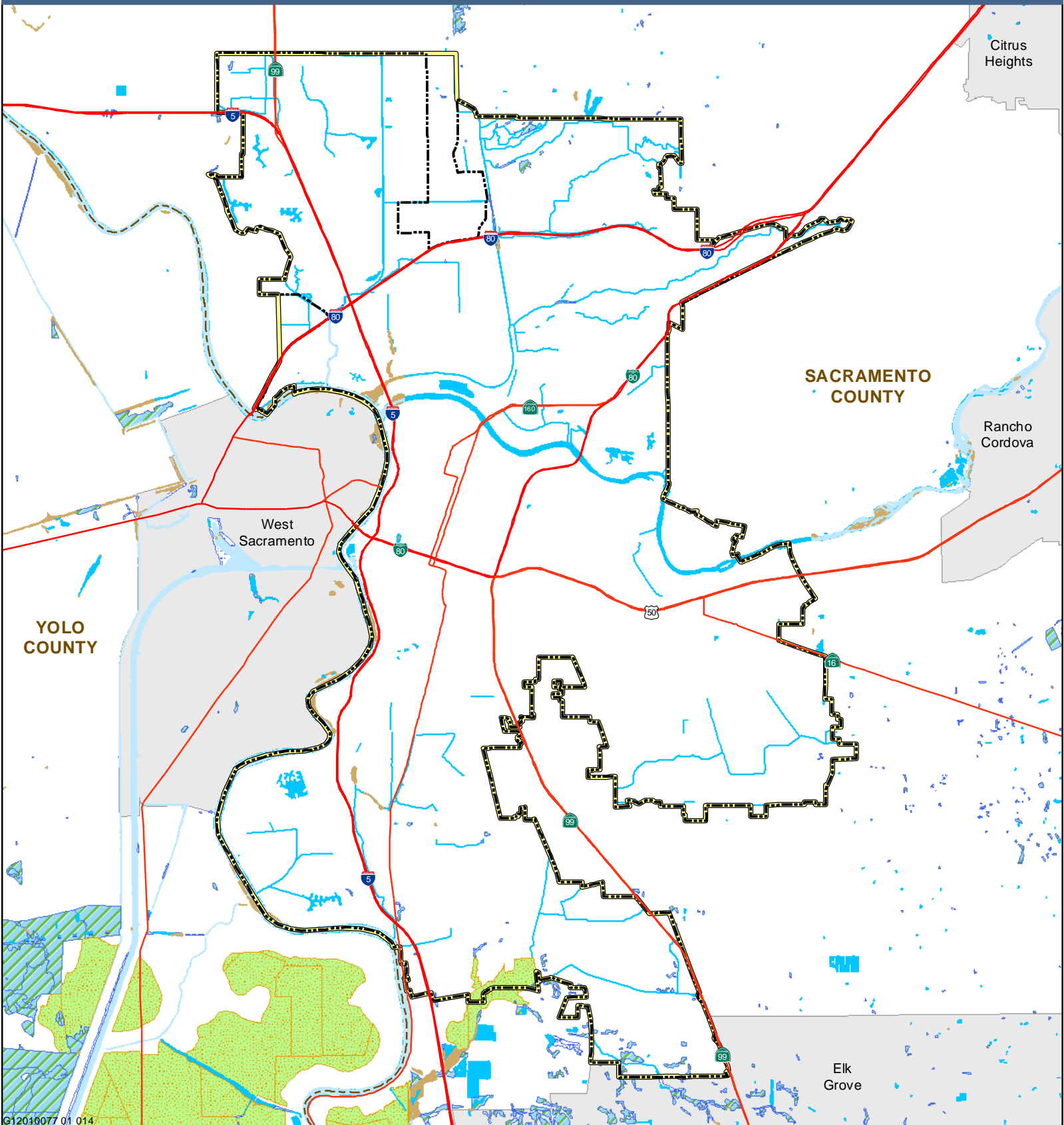
Oak woodlands provide a diversity of wildlife habitat. Acorns are an essential food resource for many wildlife species including the western gray squirrel (*Sciurus griseus*), California ground squirrel, black-tailed deer (*Odocoileus hemionus*), deer mouse, dusky-footed woodrat (*Neotoma fuscipes*), acorn woodpecker (*Melanerpes formicivorus*), northern flicker (*Colaptes auratus*), and western scrub jay. The abundant insect life found in the bark and foliage of oaks provide food for bird species such as the red-breasted nuthatch (*Sitta canadensis*), bushtit (*Psaltriparus minimus*), plain titmouse (*Parus inornatus*), and ash-throated flycatcher (*Myiarchus cinerascens*). Avian predators that nest and forage in oak woodland habitat include the great horned owl, western screech-owl (*Otus kennicotti*), red-tailed hawk, and red-shouldered hawk (*Buteo lineatus*).

Mammals commonly found in this habitat include the raccoon, striped skunk, cottontail, and gray fox. A variety of woodpecker species nest in the cavities of oak trees, as do house wrens (*Troglodytes aedon*), western bluebirds (*Sialia mexicana*), and American kestrels that use abandoned woodpecker cavities. Typical amphibian and reptile species found in this habitat include the California newt (*Taricha torosa*), ensatina (*Ensatina eschscholtzi*), California slender salamander (*Batrachoseps attenuatus*), sharp-tailed snake (*Contia tenuis*), ringneck snake (*Diadophis punctatus*), Pacific tree frog, western terrestrial garter snake (*Thamnophis elegans*), Gilbert's skink, western fence lizard, and southern alligator lizard. Special-status species using oak woodlands for foraging and/or nesting include Cooper's hawk, white-tailed kite, and loggerhead shrike.

Wetlands

Figure 6-3 shows wetlands within the Policy Area, and different wetland types are described below. Due to the small scale of the map, wetlands still present in the city are either barely visible or not visible on this map due to their small size. A map with a larger scale is available at the City Development Services Department.

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Legend

Farmed Wetlands	Seasonal Wetlands	Highways
Lakes and Ponds	Tidal Salt, Brackish Freshwater Marsh	Policy Area
Open Water		City Limits
Riparian Woodland		County Boundary

North arrow and scale bar.

0 1 2 Miles

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Rivers, Creeks and Canals. The American and Sacramento rivers, their tributaries, and other waterways in the Policy Area are important to local wildlife, not only for the habitat they provide, but for the connectivity they create between otherwise isolated areas of wildlife habitat, acting as corridors through which wildlife species can migrate. Many of the creeks in the Policy Area have been at least partially channelized and lined with concrete, and are maintained such that riparian and marsh vegetation is generally cleared on an annual basis. Special-status species that use rivers, creeks and canals in the Policy Area include Swainson's hawk, giant garter snake (*Thamnophis gigas*), herons and egrets.

Freshwater Marsh. Freshwater marsh habitat is typically associated with the margins of rivers, streams, or ponds, but can form anywhere where shallow, slow moving perennial water is present. In the Policy Area, freshwater marsh occurs primarily along portions of the American River, NEMDC, Arcade Creek, lower Morrison Creek, and Beach Lake. Plant species common to freshwater marsh habitats in the Policy Area include cattails (*Typha latifolia*), tule (*Scirpus californicus*), sedges and umbrella sedges, rushes, water primrose (*Ludwigia peploides*), water smartweed (*Polygonum amphibium*), parrot feather (*Myriophyllum aquaticum*), pennyroyal (*Mentha pulegium*), seashore vervain, common yellow monkey flower (*Mimulus guttatus*), and smooth cocklebur (*Xanthium strumarium*). Freshwater marshes provide important breeding and foraging habitat for a wide variety of local wildlife, such as herons and egrets, muskrats, raccoon, red-winged blackbirds and a wide variety of waterfowl. Special-status species that use freshwater marsh habitats in the Policy Area include giant garter snake, northern harrier (*Circus cyaneus*), tricolor blackbird (*Agelaius tricolor*), Sanford's arrowhead (*Sagittaria sanfordii*), and rose mallow (*Hibiscus lasiocarpus*).

Vernal Pools and Seasonal Wetlands

Grasslands throughout much of the Policy Area historically supported vernal pools and seasonal wetlands. However, much of this habitat has been lost with development of the city. The largest remaining concentration of vernal pool and seasonal wetland habitat is in North Sacramento and Natomas, though significant areas also occur in the Airport-Meadowview and south Sacramento areas and in undeveloped, eastern portions of the Policy Area.

Vernal pools are ephemeral wetlands that form in shallow depressions underlain by a substrate near the surface that restricts the percolation of water. These depressions fill with rainwater during the fall and winter and can remain inundated until spring or early summer, sometimes filling and emptying numerous times during the rainy season. A flowering community, dominated by characteristic wetland plants, differentiates vernal pools from other seasonal wetlands. Vernal pool plant species likely to occur within the Policy Area include the winged water-starwort (*Callitriche marginata*), annual hairgrass (*Deschampsia danthonioides*), horned downingia (*Downingia ornatissima*), coyote thistle (*Eryngium vaseyi*), bractless hedge-hyssop (*Gratiola ebracteata*), slender popcorn flower (*Plagiobothrys stipitatus*), spine-fruit butter-cup (*Ranunculus bonariensis*), and purslane speedwell (*Veronica peregrina*).

Seasonal wetlands are distinguished from vernal pools in that they may not be inundated for as long as vernal pools and generally contain a greater abundance of facultative and grassy species, and few, if any vernal pool endemic species. The distinction between the two types is often unclear; the final determination of the type of wetland can often be dependent upon the verification of the USACE. Both vernal pools and seasonal wetlands provide habitat for a number of plant and animal species listed as threatened or endangered, or that have other special status that requires their protection. The most well known are the vernal pool crustaceans, such as vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardii*), along with a variety of plant species characteristically occurring in vernal pools.

Ornamental

Ornamental landscaping consists of areas supporting introduced or non-native trees, shrubs, flowers, and turf grass. Ornamental landscaping occurs in green belts, parks, and horticultural plantings throughout the Policy Area. Typical species include London Plane tree (*Platanus acerifolia*), European hackberry (*Celtis australis*), ginkgo (*Ginkgo biloba*), sweetgum (*Liquidambar styraciflua*), pepper trees (*Schinus molle*), and Canary Island date palm (*Phoenix canariensis*). Despite their highly-manicured and intensively-maintained appearance, urban landscapes offer local wildlife populations a surprising variety of habitat types for exploiting food, nesting, and cover resources. Wildlife species that occur throughout ornamental landscaped areas include raccoon, black-tailed hare, opossum, Anna's humming bird (*Calypte anna*), yellow-billed magpie (*Pica nuttalli*), northern flicker, dark-eyed junco (*Junco hyemalis*), mallard (*Anas platyrhynchos*), wood duck (*Aix sponsa*), great blue heron (*Ardea herodias*), Canada goose (*Branta canadensis*), American robin (*Turdus migratorius*), and western scrub jay, red-tailed hawk, and red-shouldered hawk.

Special-Status Species

The following section addresses special-status species observed, reported, or having the potential to occur in the Policy Area. These resources include plant, and wildlife species that have been afforded special-status and/or recognition by Federal and State resource agencies, as well as private conservation organizations and special interest groups, such as the CNPS. In general, the principal reason an individual taxon (species, subspecies, or variety) is given such recognition is the documented or expected decline or limitation of its population size or geographical extent and/or distribution that results, in most cases, from habitat loss.

For the purposes of this section, special-status species include:

- Species listed, proposed, or candidate species for listing as Threatened or Endangered by the USFWS pursuant to the Federal Endangered Species Act (FESA) of 1969, as amended;
- Species listed as Rare, Threatened, or Endangered by the CDFW pursuant to the California Endangered Species Act (CESA) of 1970, as amended;
- Species designated as Fully Protected under Sections 3511 (birds), 4700 (mammals), and 5050 (reptiles and amphibians) of the California Fish and Game Code;
- Species designated by the CDFW as California Species of Concern;
- Plant species listed as Category 1B and 2 by the CNPS; and
- Species not currently protected by statute or regulation, but considered rare, threatened or endangered under CEQA (section 15380).

Special status species that are known to occur in the Policy Area, or suspected to occur based on the natural habitats present are listed in Table 6-3. Figure 6-4 shows results of a search of the California Natural Diversity Database (CNDDDB).

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i>Habitat</i>
Plants			
Astragalus tener var. tener	Alkali milk-vetch	1B.2	Associated with vernal pools, playas, and valley grasslands on adobe clay and/or alkaline soils.
Atriplex depressa	Brittlescale	1B.2	Associated with chenopod scrub, meadows, playas, valley grassland, vernal pools. Usually in alkali scalds or alkali clay in meadows or annual grassland.
Atriplex joaquiniana	San Joaquin spearscale	1B.2	Occurs in chenopod scrub, alkali meadow, and valley and foothill grassland.
Balsamorhiza macrolepis var. macrolepis	Big-scale balsamroot	1B.2	Occurs in grassland habitat.
Chloropyron molle ssp. hispidum	Hispid bird's beak	1B.1	Occurs in grassland and vernal pool habitats.
Chloropyron palmatum	Palmate-bracted bird's-beak	FE, CE, 1B.1	Occurs in chenopod scrub, and valley and foothill grassland habitats; usually on alkaline clay.
Downingia pusilla	Dwarf downingia	2.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Gratiola heterosepala	Boggs Lake hedge-hyssop	CE, 1B.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Hibiscus lasiocarpus var. occidentalis	Woolly rose-mallow	2.2	Perennial herb that grows from 3 to 6 feet in height and has white or rose-colored flowers. Associated with wet banks and marshes in the Policy Area. Known to occur along the American River in the Policy Area, but could also occur elsewhere in areas of suitable habitat.
Juglans hindsii	Northern California black walnut	1B.1	Associated with riparian forest and woodland habitats. Few extant native stands remain. Widely naturalized from rootstock plants. Native stands are now only known to occur in Napa and Contra Costa Counties.
Juncus leiospermus var. ahartii	Ahart's dwarf rush	1B.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Legenere limosa	Legenere	1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Lepidium latipes var. heckardii	Heckard's pepper-grass	1B.2	Valley and foothill grassland and vernal pools on alkaline soils.

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name	Common Name	Status	Habitat
Navarretia myersii ssp. myersii	Pincushion navarretia	1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Orcuttia tenuis	Slender orcutt grass	FT, CE, 1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Orcuttia viscida	Sacramento orcutt grass	FE, 1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Sagittaria sanfordii	Sanford's arrowhead	1B.2	Perennial herb that occurs in marshes, swamps and shallow margins of other waters. Known to occur along the American River in the Policy Area, but could also occur elsewhere in areas of suitable habitat.
Invertebrates			
Branchinecta lynchi	Vernal pool fairy shrimp	FT	Small crustaceans adapted to survive the annual flooding and drying of vernal pools and other seasonal wetlands in valley or foothill grasslands by hatching from encysted eggs embedded in the soil in the bottom of the pools when they fill with rainwater. The dormant eggs are protected by thick outer coverings that resist cold, heat, and desiccation. More likely to occur in undeveloped, higher-elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Desmocerus californicus dimorphus	Valley elderberry longhorn beetle	FT (under review for de-listing)	A small beetle less than an inch long that is dependent upon elderberry shrubs, which are found primarily along the American River and Sacramento River riparian corridors, but can also be found in isolated occurrences throughout the Policy Area. The Policy Area includes critical habitat north of the American River.
Lepidurus packardii	Vernal pool tadpole shrimp	FE	Small crustaceans adapted to survive the annual flooding and drying of vernal pools and other seasonal wetlands in valley or foothill grasslands by hatching from encysted eggs embedded in the soil in the bottom of the pools when they fill with rainwater. The dormant eggs are protected by thick outer coverings that resist cold, heat, and desiccation. More likely to occur in undeveloped, higher-elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Fish			

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i>Habitat</i>
Archoplites interruptus	Sacramento Perch	CSC	Historically found in the sloughs, slow-moving rivers, and lakes of the central valley. Currently present in the American and Sacramento rivers and their tributaries. True native populations (as opposed to re-introduced populations) now only exist at Clear Lake in Lake County and portions of Alameda Creek in Alameda County. Prefer warm water. Aquatic vegetation is essential for young. Tolerant of a wide range of physio-chemical water conditions.
Acipenser medirostris	Green Sturgeon	FT, CSC	Long-lived anadromous species that migrates through the Sacramento River to spawning grounds in the Feather and upper Sacramento rivers. Occurs in low numbers in the San Francisco Estuary and Sacramento River. Thought to spawn in deep holes with fast moving water over cobble substrates. Larvae develop within freshwater systems, migrate downstream and remain in the estuaries for between one and four years before migrating to the ocean. Mature adults move into estuaries in the spring, and spawning adults continue into natal rivers in late spring/early summer. Post spawning adults return to the estuary before migrating back to the ocean in late fall. Sub-adult fish are also thought to enter estuaries during the summer and fall months. The Sacramento River adjacent to the Policy Area does not support spawning habitat for adult fish or rearing habitat for juveniles.
Hypomesus transpacificus	Delta smelt	FT, CE	Occurs in Sacramento-San Joaquin Delta most of the year. Spawns in tidally influenced freshwater wetlands and seasonally submerged uplands along the Sacramento River, downstream from its confluence with the American River. The nearest known spawning area for this species is in the Yolo Bypass, outside of the Policy Area to the west. Critical habitat for the species was designated in December 1994 and includes portions of the Policy Area along the Sacramento River (59 FR 65256).
Oncorhynchus mykiss	Central Valley steelhead	FT	Central Valley steelhead is an Evolutionarily Significant Unit that includes all naturally spawned populations of steelhead in the Sacramento and San Joaquin rivers, and their tributaries. Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento and portions of the American River for spawning. Peak migration periods for adult fish in the Sacramento River are in mid-winter. Juvenile steelhead generally spend one to three years in freshwater before migrating to the ocean (Moyle 2002). While steelhead migrate along this section of the Sacramento and American rivers, the Policy Area does not support spawning habitat for adult fish, or rearing habitat for juveniles. The Sacramento River, American River, and NEMDC are critical habitat.

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name	Common Name	Status	Habitat
Oncorhynchus tshawytscha	Central Valley spring run Chinook salmon	FT, CT	Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento River and portions of the American River for spawning. Adult and juvenile Chinook may move through the Policy Area in transition between the ocean and spawning/rearing areas. Spring run Chinook enter the Sacramento River between March and September and move upstream into the headwaters, where they hold in pools until they spawn (between August and October). Juveniles emigrate mid-November through June; however, some juveniles spend a year in the streams and emigrate as yearlings the following October (Moyle 2002).
Oncorhynchus tshawytscha	Central Valley Winter run Chinook salmon	FE, CE	Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento River and portions of the American River for spawning. Return to the upper Sacramento River between December and July, but delay spawning until the spring and summer (Moyle 2002). Juveniles spend five to nine months in the river and Sacramento-San Joaquin Estuary before entering the ocean. Adult and juvenile Chinook may move through the Policy Area in transition between the ocean and spawning/rearing areas. The Policy Area includes designated critical habitat (58 FR 33212).
Pogonichthys macrolepidotus	Sacramento splittail	CSC	Endemic to the lakes and rivers of the central valley, but now confined to the Delta, Suisun Bay, and associated marshes. Prefers slow-moving river sections and dead end sloughs. Requires flooded vegetation for spawning and foraging for young. Larvae remain in the shallow, weedy inshore areas near spawning sites and move into the deeper offshore habitat as they mature. Likely to be present in the American and Sacramento rivers, and their tributaries. The nearest significant breeding habitat lies outside the Policy Area in the Yolo Bypass.
Amphibians			
Spea hammondi	Western spadefoot	CSC	Breeds in seasonal wetlands and large vernal pools. Spends most of the year underground in adjacent upland areas.
Reptiles			
Actinemys marmorata	Western pond turtle	CSC	Associated with ponds, streams, rivers, marshes and canals with suitable basking sites and vegetative cover. Occurs in suitable habitat throughout the Policy Area; fairly common along the Sacramento and American rivers and the Steelhead Creek (NEMDC).
Phrynosoma coronatum frontale	California horned lizard	CSC	Associated with annual grassland, chaparral, saltbush scrub, alkali flats, oak woodland, riparian woodland, and coniferous forest. Requires open habitats with loose, fine (often sandy) soils.

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i>Habitat</i>
Thamnophis gigas	Giant garter snake	FT, CT	Found in cattail and tule marshes, low gradient streams, rice fields, and canals. Habitat typically includes the following features: adequate water during the snake's active season (early-spring through mid-fall); presence of abundant emergent vegetation such as cattails and bulrushes for escape cover and foraging habitat during the active season; grassy banks and openings in waterside vegetation for basking; and higher elevation uplands adjacent to the aquatic habitat for cover and refuge from flood waters during the snake's dormant season in the winter (USFWS 2009). Aquatic habitat must also support prey species such as small fish and amphibians. Occurs mostly west of the Steelhead Creek (NEMDC), north of the American River, and west of Highway 99, south of the American River.
Birds			
Agelaius tricolor	Tricolor blackbird	CSC (nesting)	Associated with marshes, wet meadows, rice fields, and rangelands. Nest in dense stands of cattails, thickets of willows, blackberries, or tall herbs adjacent to open grasslands. Known to nest in Natomas, near the northern border of the Policy Area, and along Hwy-99 near the southeast corner of the Policy Area. Suitable nesting habitat also occurs along the American River corridor, Steelhead Creek (NEMDC), and along lower Morrison Creek and Beach Lake.
Athene cunicularia	Burrowing owl	CSC (burrow sites)	Residents in generally flat, open, dry grasslands, pastures, deserts, shrub lands, and in grass, forbs and open-shrub stages of pinyon-juniper and ponderosa pine habitats. Use communal ground squirrel and other small mammal burrows for nesting and cover, as well as artificial structures such as roadside embankments, levees, and berms. Fairly tolerant of human activity near their burrows as long as suitable foraging habitat exists nearby. Known burrowing owl colonies are present along railroad right-of-ways, and natural and artificial canals near foraging habitat, at several locations on the Cosumnes River College campus and in less-developed areas in northern, eastern, and southern portions of the Policy Area.
Buteo swainsoni	Swainson's hawk	CT	Nests in riparian trees and forages in open fields (annual grasslands, fallow fields, dry and irrigated pasture). Most nesting recorded along the Sacramento River.
Circus cyaneus	Northern harrier	CSC (nesting)	Nests in freshwater marsh and agricultural fields. Forages in marshes, grasslands and agricultural fields.

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i>Habitat</i>
Elanus leucurus	White-tailed kite	CFP (nesting)	Nests colonially in large trees adjacent to open grasslands for foraging. Feed on rodents, small reptiles, and large insects in fresh emergent wetlands, annual grasslands, pastures, and ruderal vegetation. Breed between February and October. The white-tailed kite can commonly be observed foraging in open grasslands throughout the Policy Area, but breeding sites are primarily located near riparian corridors along the Sacramento and American rivers.
Lanius ludovicianus	Loggerhead shrike	CSC (nesting)	Nests in woodlands adjacent to grassland foraging habitat.
Melospiza melodia	Song sparrow "Modesto" population	CSC (year round)	Associated with emergent freshwater marshes, irrigation canals, riparian scrub, riparian woodland.
Progne subis	Purple martin	CSC (nesting)	Inhabit open areas with an open water source nearby. Colonial cavity nesters in abandoned woodpecker holes, human-made nest boxes, or cavities in other structures such as bridges and overpasses. Once established at a nest location, martins usually come back to the same site every year. Adapt well in and around people, but are out-competed by starlings and sparrows in urban areas. Known to nest in North Sacramento under overpasses in the vicinity of the intersection of I-80 and Hwy 160, but could potentially occur in similar habitat throughout the Policy Area.
Riparia riparia	Bank swallow	CT	The smallest North American swallow, with a body length of about 4.75 inches. It nests in colonies and creates nests by burrowing into vertical bluffs and riverbanks with fine-textured soils. Breed in California from April to August and spend the winter months in South America. Most of California's remaining populations nest along the upper Sacramento River.
Mammals			
Antrozous pallida	Pallid bat	CSC	Roosts in crevices in caves, mines, large rock outcrops, under bridges, and in abandoned buildings. Forages on or near the ground in a wide variety of open habitats. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers.

Table 6-3 Special-Status Species Potentially Occurring in the Policy Area

<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i>Habitat</i>
Corynorhinus townsendii townsendii	Pacific western big eared bat	CSC	Roosts in the open in large caves, abandoned mines, and buildings. Very sensitive to roost disturbance. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers
Lasiurus blossevillii	Western red bat	CSC	Roosts primarily in tree foliage, especially in cottonwood, sycamore, and other riparian trees or orchards. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers.
Taxidea taxus	American Badger	CSC	Principal habitat requirements include: sufficient prey base; friable soils; and relatively open, uncultivated ground such as grasslands. Prey primarily on burrowing rodents such as gophers, ground squirrels, marmots, and kangaroo rats. Badgers survive only in low numbers in peripheral parts of the Central Valley. The CNDDDB includes one recorded occurrence in the Policy Area near Power Inn and Fruitridge roads.

Notes:

Status =

Federal:

FE = Endangered, legally protected by the Federal Endangered Species Act (ESA)

FT = Threatened, legally protected by the Federal Endangered Species Act (ESA)

State:

CE = Endangered, legally protected by the California Endangered Species Act (CESA)

CFP = Fully Protected species (legally protected under Fish and Game Code)

CSC = California Species of Concern by DFG (no formal protection other than CEQA consideration)

CT = Threatened, legally protected by the California Endangered Species Act (CESA)

SA = Animal included on the CDFW's Special Animal List.

California Rare Plant Ranks (no formal protection other than CEQA consideration)

1B - Plant species that is rare or endangered in California or elsewhere.

2 - Plant species that is rare or endangered in California, but is more common elsewhere.

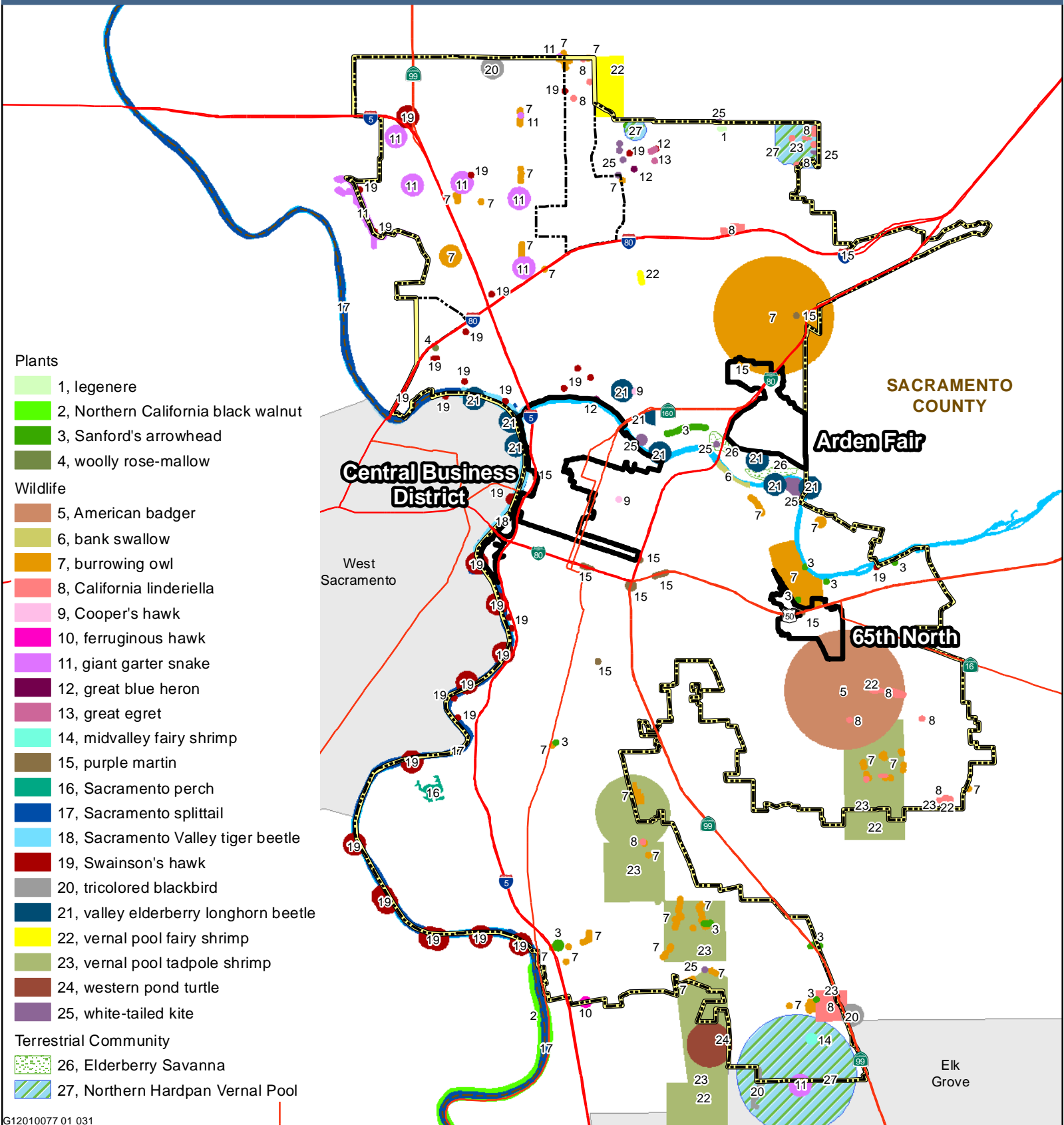
Threat code extensions:

.1 - Seriously endangered in California

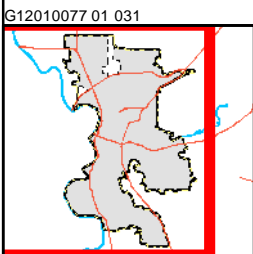
.2 - Fairly endangered in California

.3 - Not very endangered in California

Source: California Department of Fish and Game 2011, California Natural Diversity Database, 2007.

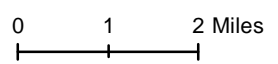


- Plants**
- 1, legenere
 - 2, Northern California black walnut
 - 3, Sanford's arrowhead
 - 4, woolly rose-mallow
- Wildlife**
- 5, American badger
 - 6, bank swallow
 - 7, burrowing owl
 - 8, California linderiella
 - 9, Cooper's hawk
 - 10, ferruginous hawk
 - 11, giant garter snake
 - 12, great blue heron
 - 13, great egret
 - 14, midvalley fairy shrimp
 - 15, purple martin
 - 16, Sacramento perch
 - 17, Sacramento splittail
 - 18, Sacramento Valley tiger beetle
 - 19, Swainson's hawk
 - 20, tricolored blackbird
 - 21, valley elderberry longhorn beetle
 - 22, vernal pool fairy shrimp
 - 23, vernal pool tadpole shrimp
 - 24, western pond turtle
 - 25, white-tailed kite
- Terrestrial Community**
- 26, Elderberry Savanna
 - 27, Northern Hardpan Vernal Pool



Legend

- Tier 1 Priority Investment Areas
- Highways
- Waterways
- Policy Area
- City Limits
- County Boundary



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Regulatory Context

Federal

Federal Endangered Species Act

The FESA of 1973 provides legal protection for threatened and endangered plant and animal species, and requires definitions of critical habitat and development of recovery plans for specific species. Section 7 of FESA requires Federal agencies to make a finding on the potential to jeopardize the continued existence of any listed species potentially impacted by all Federal actions, including the approval of a public or private action, such as the issuance of a permit pursuant to Sections 10 and 404 of the Federal Clean Water Act (CWA). Section 9 of FESA prohibits the take of any member of an endangered species. Take is defined by the FESA as “...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Section 10(a) of the FESA permits the incidental take of listed species if the take is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity.

Projects adversely affecting Federally-listed threatened or endangered species are required to obtain take permission from USFWS prior to project implementation. If a Federal agency is involved (i.e., if a wetlands permit is required, project has Federal funding, etc.), take permission can be obtained through FESA Section 7 consultation with USFWS. Consultation will determine whether the project would adversely impact a protected species or designated critical habitat and identify mitigation measures that would be required to avoid or reduce impacts on the species or its habitat. Following this consultation, the USFWS issues a Biological Opinion, which dictates the conditions of take that are allowed for the project. If no Federal agency is involved, project applicants are required to obtain an Incidental Take Permit through Section 10 of the FESA, which requires preparation of a Habitat Conservation Plan (HCP) and results in the issuance of an Incidental Take Permit.

Federal Migratory Bird Treaty Act

Pursuant to the Migratory Bird Treaty Act (MBTA) of 1918, as amended in 1972, Federal law prohibits the taking of migratory birds or their nests or eggs (16 U.S.C. Section 703). The Act covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) may also be considered a “take.” This regulation seeks to protect migratory birds and active nests. In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species, (i.e., white-crowned sparrow, mourning dove, and red-wing blackbird).

Federal Clean Water Act

The objective of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. Section 401 prohibits the discharge of any pollutant into the Nation's waters without a permit, and Section 402 establishes the permit program. Section 404 of the CWA regulates activities that result in discharge of dredged or fill material into waters of the United States.

Section 401

The State Water Resources Control Board (SWRCB) has authority over wetlands through Section 401 of the CWA, as well as the Porter-Cologne Act, California Code of Regulations Section 3831(k), and California Wetlands Conservation Policy. The CWA requires that an applicant for a Section 404 permit (to discharge dredged or fill material into waters of the United States) first obtain a certificate from the appropriate State agency stating that the fill is consistent with the State's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by the SWRCB to the nine regional boards. A request for certification is submitted to the regional board at the same time that an application is filed with USACE. The regional board has 60 days to review the application and act on it. Because no USACE permit is valid under the CWA unless "certified" by the State, these boards may effectively veto or add conditions to any USACE permit.

Section 404

USACE is responsible for permitting certain types of activities affecting wetlands and other waters of the United States. Under Section 404 of the CWA, USACE has the authority to regulate activity that could discharge fill or dredge material, or otherwise adversely modify wetlands or other waters of the United States. USACE implements the Federal policy embodied in Executive Order 11990, which is intended to result in no net loss of wetland values or acres.

State

California Endangered Species Act

The CDFW administers a number of laws and programs designed to protect fish and wildlife resources. Principal among these is the California Endangered Species Act of 1984 (CESA; Fish and Game Code, Section 2050), which regulates the listing and take of state-endangered and state-threatened species. CESA declares that deserving species will be given protection by the State because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA established that it is State policy to conserve, protect, restore, and enhance endangered species and their habitats.

Species listed under CESA cannot be "taken" without adequate mitigation and compensation. The definition of take under CESA is the same as described above for the FESA. However, based on findings of the California Attorney General's Office, take under CESA does not prohibit indirect harm by way of habitat modification. Typically, the CDFW implements endangered species protection and take determinations by entering into management agreements (California Fish and Game Code, Section 2081 Management Agreements) with project applicants.

California Fish and Game Code

CDFW Lake and Streambed Alteration Agreements. Under Sections 1600-1616 of the California Fish and Game Code, the CDFW regulates activities that would alter the flow, bed, channel, or bank of streams and lakes. The limits of CDFW's jurisdiction are defined in the code as the "... bed, channel or bank of any river, stream, or lake designated by the department in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit ..." (Section 1601). In practice, the CDFW usually marks its jurisdictional limit at the top of the stream or bank, or at the outer edge of the riparian vegetation, whichever is wider.

California Fish and Game Code Sections 3503, 3503.5, and 3513. Fish and Game Code Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Fish and Game Code Section 3503.5 protects all birds-of-prey (raptors) and their eggs and nests. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA. These regulations could require that elements of the proposed project (particularly vegetation removal or construction near nest trees) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by CDFW and/or USFWS.

California Fish and Game Code Sections 3511, 4700, 5050, and 5515. Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code designate certain species as “fully protected.” Fully protected species, or parts thereof, may not be taken or possessed at any time. The California Fish and Game Commission may authorize the collecting of such species for necessary scientific research. Legally imported and fully protected species or parts thereof may be possessed under a permit issued by CDFW.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act charges the SWRCB and the nine Regional Water Quality Control Boards with protecting water quality throughout California. Typically, the SWRCB and regional boards act in concert with USACE under Section 401 of the CWA.

California Wetlands Conservation Policy

The California Wetlands Conservation Policy (1993 - Senate Concurrent Resolution No. 28) created an interagency task force headed by the State Resources Agency and California EPA to: (1) ensure no overall net loss, and a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values; (2) reduce procedural complexity in the administration of State and Federal wetlands conservation programs; and (3) encourage partnerships that make restoration, landowner incentives, and cooperative planning the primary focus of wetlands conservation.

This resolution directed the CDFW to prepare and submit to the legislature a plan identifying means to protect existing wetlands and restore former wetlands. This includes identification of sufficient potential wetlands sites to increase the amount of wetlands in California by 50 percent by the year 2000, and a program for the public and private acquisition of such lands. While the resolution does not have the force and effect of law, CDFW and other California State agencies frequently point to it as an expression of State policy.

Native Plant Protection Act

The California Native Plant Protection Act (California Fish and Game Code sections 1900-1913) prohibits the taking, possession, or sale within the state of any rare, threatened, or endangered plants as defined by CDFW. Under this act, landowners with rare plants on their property must provide CDFW 10 days of notice to salvage (remove for transplant) the plants before destruction occurs. Project impacts to these species would be considered “significant” if the species are known to occur within the area of disturbance associated with construction of the project, or “potentially significant” if the species has a high potential to occur within the area of disturbance.

California Environmental Quality Act

Although threatened and endangered species are protected by specific Federal and State statutes, Section 15380(b) of the CEQA Guidelines provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after definitions in the FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals. Section 15380(b) requires public agencies to undertake reviews to determine if projects would result in significant effects on species that are not listed by either the USFWS or CDFW (i.e., candidate species). Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.

Local

City of Sacramento Tree Preservation Ordinance

The City of Sacramento adopted the Tree Preservation Ordinance to protect trees, as they are a significant resource for the community. It is the City's policy to retain trees whenever possible, regardless of their size. When circumstances will not allow for retention, permits are required to remove heritage trees that are within the City's jurisdiction. Removal of, or construction around, trees that are protected by the tree ordinance are subject to permission and inspection by City arborists. The City of Sacramento Tree Service Division reviews project plans and works with the City of Sacramento Public Works Department during the construction process to minimize impacts to street trees in the city. The ordinance protects "street trees" and "heritage trees," as defined in the Sacramento City Code.

American River Parkway Plan

The American River Parkway Plan, last updated in 2008, is a policy document that provides guidelines for preservation, recreational use, development, and administration of the American River Parkway through balanced management of the parkway and resource protection. The plan includes policies related to: terrestrial resources; aquatic communities; water flows, water quality, and flood control; and land use.

Sacramento River Parkway Plan

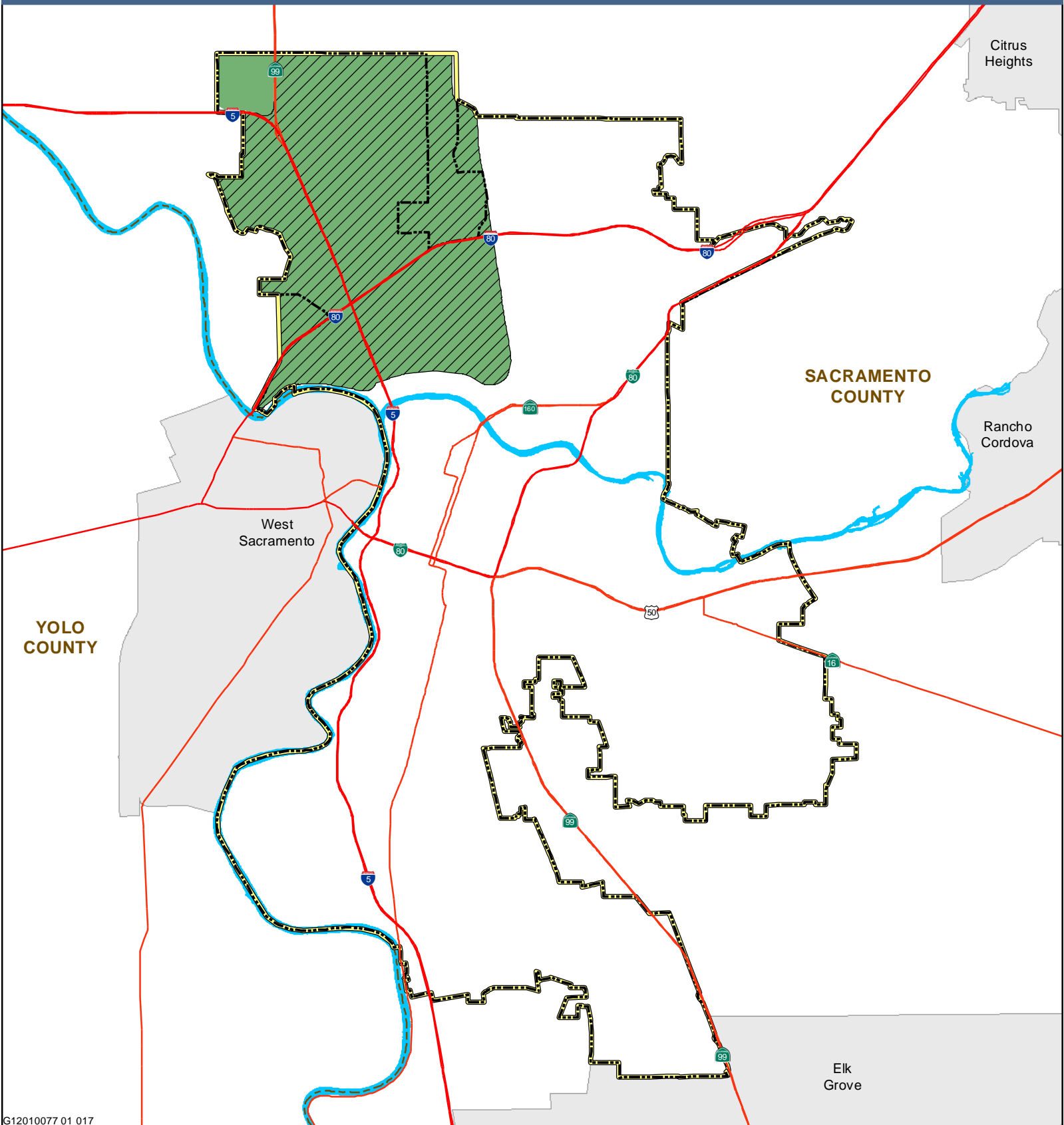
The Sacramento River Parkway Plan, adopted October 21, 1997, is a 20-year policy guide for habitat preservation, and restoration and recreational development for lands adjacent to the Sacramento River. The plan identifies current conditions, develops a vision for the future, and identifies programs and action for achieving the vision. The plan includes policies that have been developed to support the preservation of natural and cultural resources. These policies emphasize the importance of retaining the native vegetation, wildlife, and cultural resources as integral components of the parkway.

Natomas Basin Habitat Conservation Plan

Portions of the Policy Area are within the Natomas Basin - a low-lying portion area east of the Sacramento River and north of the American River. The Natomas Basin contains incorporated and unincorporated areas within the jurisdictions of the City of Sacramento, Sacramento County, and Sutter County (see Figure 6-5). Historically, the basin was primarily in agricultural production. The existing water conveyance systems within the Natomas Basin were created for water conveyance and drainage. The Natomas Basin contains a variety of habitat types, open water aquatic habitat

(including ditches and drains), emergent marsh, riparian forest, riparian scrub-shrub, grassland, vernal pools, and agriculture. They provide nesting, feeding, and migration corridor habitat for a variety of species. A number of special-status species (wildlife and plant), as determined by CDFW or the USFWS, inhabit or forage within the Natomas Basin.



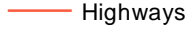



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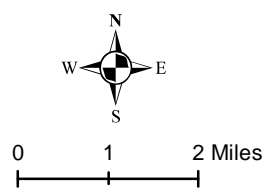


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Legend

-  City's Permit Area under the Natomas Basin Habitat Conservation Plan
-  Natomas Basin Habitat Conservation Plan Area
-  Highways
-  Policy Area
-  City Limits
-  County Boundary



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The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin. The NBHCP establishes a multi-species conservation program to minimize and mitigate the expected loss of habitat values and incidental take of Covered Species that would result from urban development, operation of irrigation and drainage systems, and certain activities associated with The Natomas Basin Conservancy's management of its system of reserves established under the NBHCP. The goal of the NBHCP is to minimize incidental take of the Covered Species in the Permit Areas, and to provide mitigation for the impacts of Covered Activities on the Covered Species and their habitat.

In 1997, the NBHCP was approved by the City of Sacramento and ITPs were issued to the City by USFWS and CDFW. Subsequently, the 1997 NBHCP was challenged and on August 15, 2000, the United States District Court, Eastern District, ruled that the USFWS ITP was invalid and an Environmental Impact Statement was required. On May 15, 2001, in a Federal court ruling, a Settlement Agreement was attained which granted a motion modifying the Order to allow incidental take protection for limited development within the City of Sacramento with the provision of mitigation land in specific areas of the Natomas Basin. Development of 1,068 acres of land in both North and South Natomas would be allowed to proceed if in compliance with mitigation requirements of the Settlement Agreement.

The City of Sacramento, Sutter County and the USFWS prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement that were approved on May 13, 2003 by the Sacramento City Council. On June 27, 2003, the USFWS issued ITPs to the City of Sacramento, Sutter County, and The Natomas Basin Conservancy. CDFW issued an amended ITP on July 10, 2003.

The NBHCP mitigation requirements include:

- Payment of HCP fees or dedication of land at a ratio of 0.5 to 1.
- Reconnaissance-level surveys to determine what habitats are present on a proposed development site. (Reconnaissance surveys are submitted with the developer's application.)
- Pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities.
- Species-specific mitigation, as required, per USFWS and CDFW protocol.
- Grading permit issued and habitat removed.

Findings

- Though the majority of the Policy Area is currently in residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily in the northern, southern and eastern portions of the Policy Area, and within the city along river and stream corridors and in a number of undeveloped parcels.
- Undeveloped grasslands in the Policy Area have a high probability of supporting vernal pools or other seasonal wetlands and the listed plant and wildlife species associated with them. These grasslands are most common in undeveloped areas that lie largely outside of current urban limits in North Sacramento and Natomas, East Sacramento, and South Sacramento. However, undeveloped lots within otherwise developed areas are capable of supporting these resources as well.
- Approval from the City of Sacramento, pursuant to the City's Tree Ordinance, must be obtained prior to the removal of any trees, particularly native trees or Heritage trees in the Policy Area.
- Wetlands subject to USACE' jurisdiction within the Policy Area are primarily associated with the Sacramento and American rivers, and their tributaries and/or their floodplains. In addition, vernal pools, seasonal wetlands and isolated ponds are present in undeveloped portions of the Policy Area.
- Development within the boundaries of the Natomas Basin Habitat Conservation Plan area must comply with the provisions described in the HCP and pay a mitigation fee sufficient to cover the costs of acquiring, restoring and managing one-half acre of habitat for every acre of land developed. Habitat lands would be acquired and managed by the Natomas Basin Conservancy.

6.3 Water Resources and Quality

Introduction

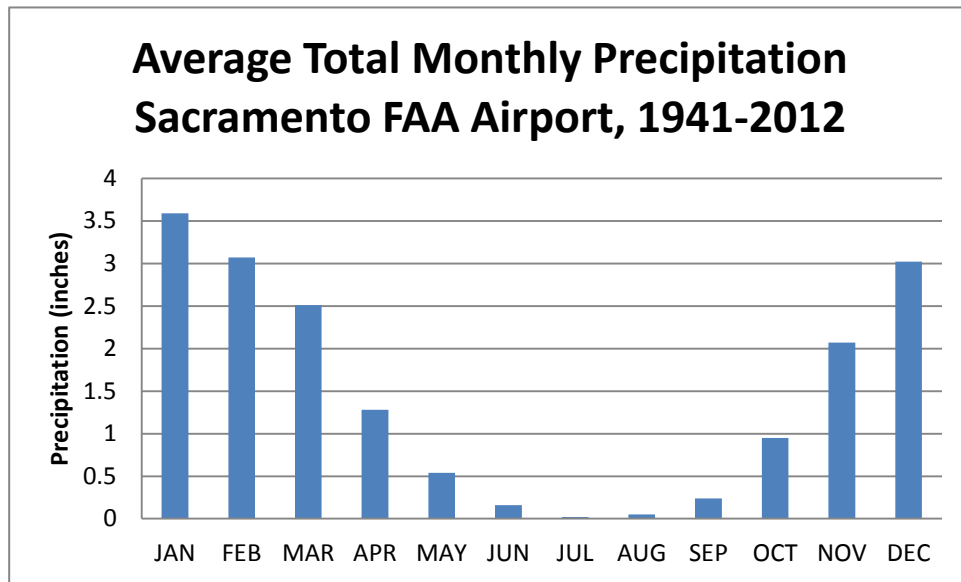
This section describes the existing water resources within the Policy Area. It also includes, Federal, State, and local regulations pertaining to water resources and quality. A discussion of the sewer and drainage system within the Policy Area is contained in Section 4.1. Information on water infrastructure and available water supply can be found in Sections 4.2. and 4.3 Flooding hazards are addressed in Section 7.2.

Existing Conditions

Precipitation

The Policy Area experiences most precipitation between November and April (see Figure 6-6). Essentially all of the precipitation that occurs in the Policy Area is rain. Based on data gathered at Sacramento FAA Airport between 1941 and 2012, average annual rainfall is approximately 17.54 inches, but can range from wet to dry years. Between 1941 and 2012, recorded annual rainfall ranged from a low of 6.25 inches in 1976 to a high of 33.44 inches in 1983 (Western Regional Climate Center 2012).

Figure 6-6 Average Total Monthly Precipitation



Source: Western Regional Climate Center 2012

Surface Water Resources

The city of Sacramento is located at the confluence of the Sacramento and American rivers in the Sacramento River Basin (Figure 6-7). The Sacramento River Basin encompasses about 27,000 square miles and is bound by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Sacramento–San Joaquin Delta to the southeast. The Sacramento River Basin is the largest river basin in California, capturing, on average, approximately 22 million acre-feet of annual precipitation.

Sacramento River

The Sacramento River extends over 300 miles from the Klamath Mountains in the north to the Sacramento-San Joaquin Delta. It is California’s largest river, with an annual runoff of 22,000,000 acre-feet. The Sacramento River is managed by dams for power generation, flood control, water supply, recreation, fisheries, and wildlife.

Six small tributaries of the Sacramento River pass through, and provide drainage for, the city of Sacramento. These tributaries are: Dry Creek, Magpie Creek, and Arcade Creek north of the American River; and Morrison Creek, Elder Creek, and Laguna Creek south of the American River. Approximately 40 miles south of the Sacramento area, the Sacramento River joins the San Joaquin River in the Sacramento-San Joaquin Delta, which drains into the San Francisco Bay.

American River

The American River, which has a watershed that encompasses approximately 1,900 square miles from the western slope of the Sierra Nevada to the city of Sacramento, is a tributary to the Sacramento River. The river is regulated by dams, canals, and pipelines for power generation, flood control, water supply, recreation, fisheries, and wildlife management. Folsom Dam, located on the American River, is owned and operated by the U.S. Bureau of Reclamation and divides the upper watershed from the lower watershed. Folsom Lake and its afterbay, Lake Natoma, release water to the lower American River and to Folsom South Canal at Nimbus Dam. The operation of Folsom Dam and Nimbus Dam directly affects most of the water utilities on the American River system.

Sacramento-San Joaquin Delta

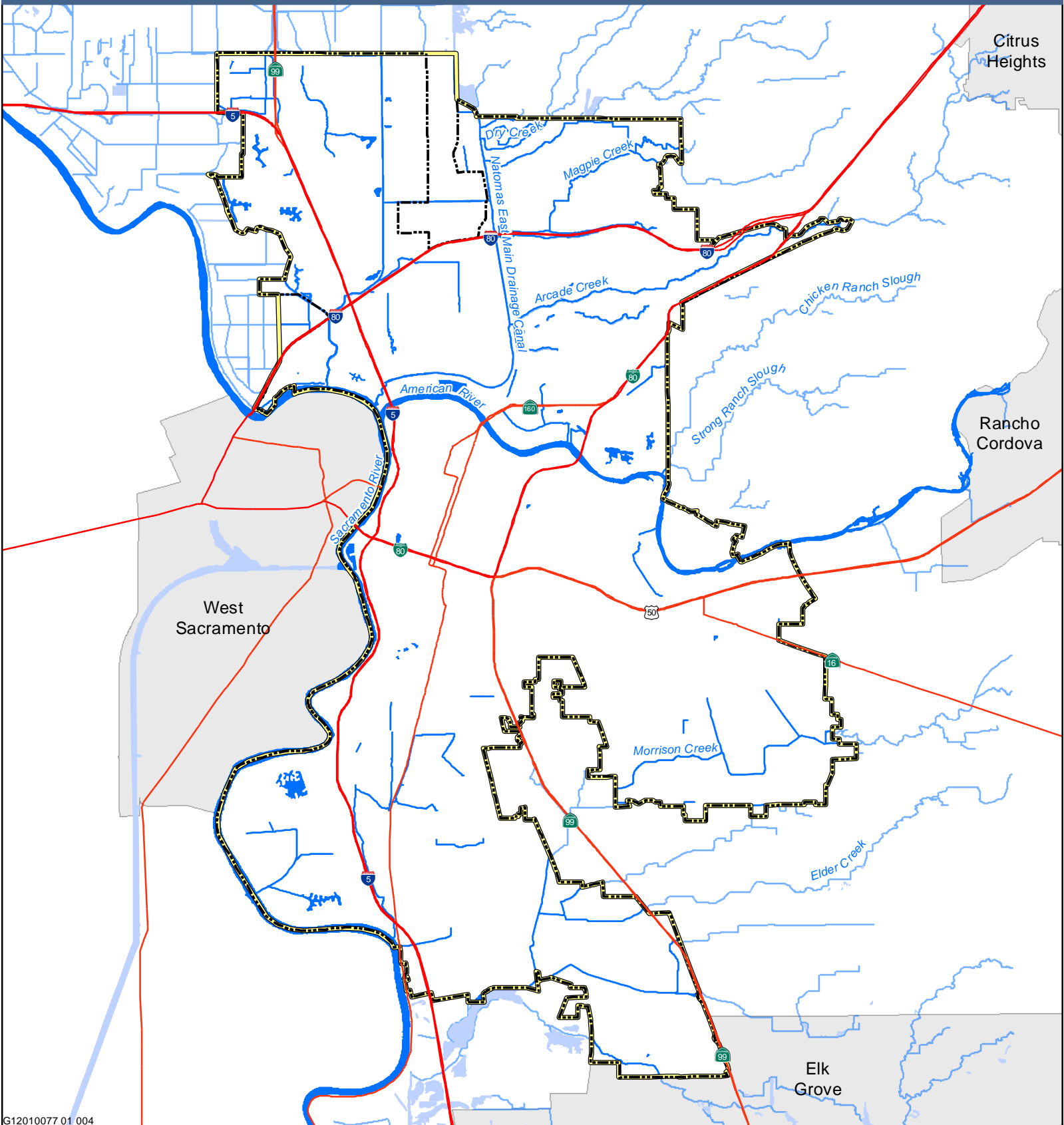
The I Street Bridge over the Sacramento River is the northern boundary of the Legal Delta, as defined in California Water Code Section 12220. River elevation up to this point is subject to muted tidal influence.

Other Surface Water Bodies

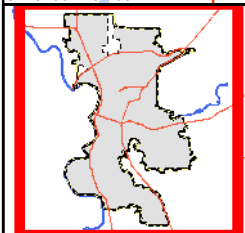
The Policy Area contains many natural and man-made drainage features that ultimately drain into the Sacramento River. In addition to those listed above, local surface water drainages or creeks such as Chicken Ranch and Strong Ranch Sloughs, Florin Creek, and Rio Linda Creek are major natural drainages within the Policy Area. Man-made drainage canals, such as the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals provide drainage for a large portion of the urbanized areas within the Policy Area that are not served by the combined sewer system (CSS) or the City's drainage collection system.

Surface Water Quality

The beneficial uses of the Sacramento and American rivers identified by the Central Valley Regional Water Quality Control Board (CVRWQCB) include municipal, agricultural, and recreational water supply. Other beneficial uses include freshwater habitat, spawning grounds, wildlife habitat, navigation on the Sacramento River, and industrial (power generation) uses on the American River. Ambient water quality in the Sacramento and American rivers is influenced by numerous natural and artificial sources, including soil erosion, discharges from industrial and residential wastewater plants, stormwater runoff, agriculture, recreation activities, mining, timber harvesting, and flora and fauna. The reaches of the Sacramento and American rivers that flow through the Sacramento urban area are considered impaired for certain fish consumption and aquatic habitat and are listed on the EPA approved 2006 section 303(d) list of water quality limited segments. The Sacramento River is listed as impaired under the 303(d) list for mercury and unknown toxicity, and the American River is listed for mercury and unknown toxicity. Other major creeks, drainage canals, and sloughs in the city boundaries are also listed for pesticides and copper. The Natomas East Main Drainage Canal is listed for the pesticide diazinon and polychlorinated biphenyls (PCBs). Table 6-4 shows waterbodies in the urbanized Sacramento area that are considered impaired based on identified exceedances of water quality standards.



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- Legend**
- Surface Water
 - Highways
 - City Limits
 - Policy Area



0 1 2 Miles

A horizontal scale bar with markings at 0, 1, and 2 miles.

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Table 6-4 Waterbodies Exceeding Water Quality Standards			
<i>Waterbody</i>	<i>Reach</i>	<i>Estimated Size Affected</i>	<i>Pollutant/Stressor(s)</i>
Delta Waterways	Northern portion	6,795 acres	Chlordane Chlorpyrifos DDT Diazinon Dieldrin Group A Pesticides Invasive Species Mercury Polychlorinated biphenyls
American River	Lower (Nimbus Dam to confluence with Sacramento River)	27 miles	Mercury Polychlorinated biphenyls
Arcade Creek		9.9 miles	Chlorpyrifos Diazinon Copper Malathion Pyrethroids Sediment Toxicity
Morrison Creek	Morrison Creek from Elk Grove-Florin Rd to Beach Lake	26 miles	Diazinon PCP Pyrethroids Sediment Toxicity
Elder Creek		11 miles	Chlorpyrifos Diazinon Pyrethroids Sediment Toxicity
Chicken Ranch Slough		8 miles	Chlorpyrifos Diazinon Pyrethroids Sediment Toxicity
Natomas East Main Drainage Canal (aka Steelhead Creek)	Downstream of confluence with Arcade Creek	3.5 miles	Diazinon Polychlorinated biphenyls Mercury
Natomas East Main Drainage Canal (aka Steelhead Creek)	Upstream of confluence with Arcade Creek	12 miles	Polychlorinated biphenyls
Sacramento River	Knights Landing to the Delta	16 miles	Mercury Diazinon Chlordane DDT Dieldrin PCBs

Source: State Water Resources Control Board. 2011. GIS files for the 2010 303(d) List. Last modified Dec 12, 2011.

Based on current water quality reports, the American and Sacramento rivers are both excellent drinking water sources. These rivers can be treated to meet all Title 22 drinking water standards using conventional and direct filtration processes, and newer membrane technologies. There are no persistent constituents in the raw waters that require additional treatment processes. Chemical treatments are sometimes seasonally required to treat for rice herbicides.

Urban Runoff

Within the Policy Area, constituents found in urban runoff vary as a result of differences in geographic features, land use, vehicle traffic, and percent of impervious surface. Seasonally, there is a natural weather pattern of a long dry period from May to October in the Sacramento area. During this seasonal dry period, pollutants contributed by vehicle exhaust, vehicle and tire wear, crankcase drippings, spills, and atmospheric fallout accumulate within the urban watershed. Precipitation during the early portion of the wet season (November) washes these pollutants into the stormwater runoff, which can result in elevated pollutant concentrations in the initial wet weather runoff. This initial runoff with peak pollutant levels is referred to as the "first flush." Concentrations of heavy metals present in dry weather runoff (e.g., runoff during the dry season is generated by landscape irrigation, street washing, etc.) are typically lower than concentrations measured in wet weather runoff (runoff generated during the rainy season primarily by precipitation).

In general, stormwater runoff within the city of Sacramento flows into either the City's CSS or into individual drainage sumps located throughout the Policy Area. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District's (SRCSD's) Sacramento Regional Wastewater Treatment Plant (SRWWTP), where it is treated prior to discharge into the Sacramento River. During dry weather, approximately 25 million gallons per day (mgd) are transported to the SRCSD's SRWWTP. For smaller storms, the City sends up to 60 mgd of wastewater to the SRWWTP. All piping, drains, basins and pumps connected to the CSS are maintained and operated by the City of Sacramento Utilities Department.

When the flows in the CSS exceed 60 mgd, flows are routed to Pioneer Reservoir, a 28 million gallon storage and primary treatment facility located near the intersection of I-5 and US 50 in the city of Sacramento. Once capacity of Pioneer Reservoir has been reached, an additional volume of stormwater - up to 350 mgd - can receive primary treatment with disinfection and be discharged to the Sacramento River. The City also operates its Combined Wastewater Treatment Plant (CWTP) on 35th Avenue, where an additional 130 mgd of combined wastewater can receive primary treatment with disinfection prior to discharging to the Sacramento River. The CWTP operates under a National Pollutant Discharge Elimination System (NPDES) permits (NPDES No. CA 0079111), which requires permittees to develop, administer, implement, and enforce a comprehensive Stormwater Quality Improvement Plan (SQIP) in order to reduce pollutants in urban runoff to the maximum extent practicable.

Groundwater Resources

The Policy Area is located in two subbasins of the Sacramento Valley Groundwater Basin. From the American River south, the Policy Area is in the 248,000-acre South American Basin. North of the American River, the Policy Area is within the 351,000-acre North American Basin.

Hydrogeologic Information

The Policy Area is underlain by various geologic formations that constitute the water-bearing deposits. These formations include an upper, unconfined aquifer system consisting of the Modesto, Riverbank, Turlock Lake, Victor, Fair Oaks, and Laguna formations, and Arroyo Seco and South Fork Gravels, and a lower, semi-confined aquifer system consisting primarily of the Mehrten Formation. These formations are typically composed of lenses of inter-bedded sand, silt, and clay that are interlaced with coarse-grained stream channel deposits. These deposits form a wedge that generally thickens from east to west to a maximum thickness of about 2,500 feet along the western margin of the subbasins (DWR 2006).

Groundwater occurs in unconfined to semi-confined states throughout the subbasins. Semi-confined conditions occur in localized areas; the degree of confinement typically increases with depth below the ground surface. Groundwater in the upper aquifer formations is typically unconfined. However, due to the mixed nature of the alluvial deposits, semi-confined conditions can be encountered at shallow depths in the upper aquifer.

Groundwater Levels

Groundwater levels in northern Sacramento County have generally decreased, declining as much as 1.5 feet annually for the last 40 years (DWR 2006). The SCGA Biennial Basin Management Report (2010) indicates that there has been a consistent decline in groundwater levels of approximately 20 to 30 feet beginning in the 1950s and 1960s until about 1980. From 1980 through 1983, water levels recovered by about 10 feet and remained relatively stable until the beginning of the 1987 - 1992 drought. During this period, water levels declined about 15 feet. Between 1995 and 2003, most water levels recovered to levels generally higher than those prior to 1987 - 1992 drought. In some locations, this recovery has continued through 2008. (SCGA 2010) Ground water elevation in the Policy Area is generally 10 to 20 feet below mean sea level (SGA 2008 and SCGA 2010).

Recharge. Sources of groundwater recharge include: active river and stream channels, inflow of groundwater from outside the policy area, deep percolation of applied surface water and precipitation.

Extraction. When extractions occur from a single well, a localized cone of depression is formed around the well. The shape and depth of the cone of depression depend on several factors including (but not limited to): (1) the rate of extraction; (2) the presence of nearby sources of recharge and extraction; (3) the rate of water transmitted through the aquifer; and (4) the “confined” or “unconfined” state of the aquifer. Over a period of time, extraction from an unconfined aquifer can de-water the aquifer around the well. However, when extraction ceases, the water level within the aquifer typically rebounds to its pre-extraction condition. A confined or semi-confined aquifer behaves differently, since the water is under pressure from a recharge source. Instead of de-watering the aquifer, a change in confining pressure occurs as a result of extractions; the aquifer remains saturated.

Large, regional cones of depression can form in areas where multiple groundwater extraction wells are in operation. The location and shape of a regional cone of depression is influenced by the same factors as a single well. Fluctuations in regional cones of depression are measured over years and result from changes in recharge or extractions. A sequence of successive dry years can decrease the amount of natural recharge to the aquifer and often a coinciding increase in groundwater extraction. Consequently, groundwater elevations decrease in response to this imbalance between recharge and extraction. Over time, the shape and location of the aquifer’s regional cone of depression fluctuates.

There are many groundwater extraction wells in, and adjacent to, the Policy Area. Intensive use of the groundwater basin has resulted in a general lowering of groundwater elevations near the center of the basin (away from the sources of recharge). As early as 1968, pumping depressions were evident in northern Sacramento County. These depressions have grown and coalesced into a single cone of depression centered under the Del Paso Heights area in the northeastern portion of the Policy Area (SGA 2008).

Groundwater Quality

Groundwater quality in the Policy Area is generally within the secondary drinking water standards for municipal use, including levels of iron, manganese, arsenic, chromium, and nitrates. The groundwater in the Policy Areas is described as a calcium magnesium bicarbonate, with minor fractions of sodium magnesium bicarbonate (DWR 2004). The water quality in the upper aquifer system is regarded as superior to that of the lower aquifer system, principally because the lower aquifer system (specifically the Mehrten formation) contains higher concentrations of iron and manganese. Water from the upper aquifer generally does not require treatment (other than disinfection) (SGA 2008).

The lower aquifer system also has higher concentrations of total dissolved solids (TDS, a measure of salinity) than the upper aquifer, although it typically meets standards as a potable water supply. The TDS in most wells are within the secondary drinking water standard, but vary quite significantly throughout the Policy Area, ranging from 21 to 657 mg/L, with the overall average at 221 mg/L (DWR 2004).

Groundwater Contamination. Groundwater containing elevated levels of contaminants is present within or near the Policy Area. Contaminant plumes are associated with the former Southern Pacific and Union Pacific Railyards east of the Capitol Building along the American River (downtown Sacramento), former McClellan Air Force Base (AFB) north of the Policy Area, former Mather AFB east of the Policy Area, and the Aerojet site along the American River in Rancho Cordova east of the Policy Area. For the McClellan AFB plumes, the primary contaminants of concern (COC) are trichloroethene (TCE), tetrachloroethene (PCE), cis-1,2-dichloroethene (DCE), 1,4-dioxane, and 1,2-dichloroethane (DCA). For the Mather AFB plumes, the primary COCs are perchlorate, TCE, PCE, and carbon tetrachloride. For the Aerojet plume, the primary COCs are TCE, perchlorate, n-nitrosodimethylamine (NDMA), 1,4-dioxane. In addition to these major groundwater contaminant plumes, there are currently over nearly 50 active leaking underground storage tank locations within the Policy Area (see Section 7.5 Hazardous Materials). Please see Section 7.5 Hazardous Materials for more information regarding areas of groundwater contamination.

Drinking Water

The American and Sacramento rivers provide approximately 84 percent of the City of Sacramento's drinking water supply. Groundwater resources supply the remaining 16 percent of drinking water. The Sacramento and American rivers are vulnerable to contaminants from recreational activities, and the Sacramento River is also susceptible to agricultural contaminants (City of Sacramento 2011).

An assessment of the City's groundwater wells was completed in December 2002. The groundwater wells north of the American River are particularly vulnerable to sewer collection systems, leaking underground storage tanks, known contaminant plumes, agricultural drainage, gas stations, dry cleaners, metal plating and chemical processing storage facilities, electrical/electronic manufacturing,

and automobile body shops. Wells south of the American River are considered vulnerable to leaking underground storage tanks and sewer collection systems (City of Sacramento 2011).

The City's 2011 Consumer Confidence Report includes a comparison of the detected chemicals in the City's drinking water supplies to the standards set by the California Department of Health Services (DHS) and the US Environmental Protection Agency. Drinking water may reasonably be expected to contain at least small amounts of some contaminants, the presence of which do not necessarily mean that water poses a health risk. According to the 2011 Consumer Confidence Report, the City's water meets or exceeds all Federal and State drinking water standards (City of Sacramento 2011).

Regulatory Context

Federal

Safe Drinking Water Act

The Safe Drinking Water Act, as amended in 1996, sets national water quality policy by establishing allowable quantities of potentially harmful constituents. The Act authorizes the United States Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants. The US EPA oversees the states, localities, and water suppliers that implement the standards.

Clean Water Act

Water quality objectives for all Waters of the United States (including the Sacramento River) are established under applicable provisions of Section 303 of the Federal Clean Water Act (CWA). Section 307 of the CWA describes the factors that US EPA must consider in setting effluent limits for priority pollutants. The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a NPDES permit.

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established to regulate municipal and industrial discharges to surface waters. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural Best Management Practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures (label storm drain inlets as to impacts of dumping on receiving waters), and structural measures (filter strips, grass swales and detention ponds).

State

California Water Code

The State Water Resources Control Board (SWRCB) and CVRWQCB have established water quality standards, as required by Section 303 of the CWA and the Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Act states that basin plans consist of beneficial uses, water

quality objectives, and a program of implementation for achieving water quality objectives. The Water Quality Control Plan, or Basin Plan, prepared by the CVRWQCB, has established water quality numerical and narrative standards and objectives for rivers and their tributaries within its jurisdiction. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria, such as US EPA water quality criteria developed under section 304(a) of the CWA apply.

Water quality objectives for the Sacramento River are specified in the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin (Basin Plan) prepared by the CVRWQCB in compliance with the Federal CWA and the California Water Code (section 13240). The Basin Plan establishes water quality objectives, and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Sacramento-San Joaquin River Basin. Because the city of Sacramento and the Policy Area are located within the CVRWQCB's jurisdiction, all discharges to surface water or groundwater are subject to the Basin Plan requirements.

CVRWQCB NPDES Permits

The CVRWQCB has adopted a general NPDES permit for short-term discharges of small volumes of wastewater from certain construction-related activities. Permit conditions for the discharge of these types of wastewaters to surface water are specified in "General Order for Dewatering and Other Low-Threat Discharges to Surface Waters" (Order No. 5-00-175, NPDES No. CAG995001). Discharges may be covered by the permit provided they are (1) either four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 mgd. Construction dewatering, well development water, pump/well testing, and miscellaneous dewatering/low-threat discharges are among the types of discharges that may be covered by the permit. The general permit also specifies standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions.

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting 1 acre or more must obtain a General Construction Activity Stormwater Permit (General Permit). Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 99-08-DWQ. The General Permit was modified in April 2001 (SWRCB Resolution No. 2001-046) to require permittees to implement specific sampling and analytical procedures to determine whether the BMPs used at permitted construction sites are effective.

General Permit applicants are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

California Code of Regulations

Public water system operators are required to regularly monitor their drinking water sources for microbiological, chemical and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in Title 22 of the California Code of Regulations as primary maximum contaminant levels (MCLs). Primary standards are developed to protect public health and are legally enforceable. Among these contaminants are approximately 80 specific inorganic and organic contaminants and six radiological contaminants.

Public water system operators are also required to monitor for a number of other contaminants and characteristics that deal with the aesthetic properties of drinking water. These are known as secondary MCLs. Secondary standards are generally associated with qualities such as taste, odor, and appearance. In California, secondary standards are legally enforceable for all new drinking water systems and new sources developed by existing public water suppliers (DWR 2003). The public water system operators are also required to analyze samples for unregulated contaminants, and to report other contaminants that may be detected during sampling.

Local

NPDES Permit

The County of Sacramento and the cities of Sacramento, Folsom, Citrus Heights, Elk Grove, Rancho Cordova, and Galt have a joint NPDES permit (No. CAS082597). The intent of the permit is to develop, achieve, and implement a timely, comprehensive, cost effective storm water pollution control program to reduce the discharge of pollutants in stormwater runoff to the greatest extent practicable.

Stormwater Quality Design Manual for Sacramento and South Placer Regions

The County of Sacramento and the Cities of Sacramento, Folsom, Citrus Heights, Elk Grove, Rancho Cordova, Galt, and Roseville have collaborated and published the Stormwater Quality Design Manual for Sacramento and South Placer Regions (2007) to meet the regulatory requirements of their respective municipal stormwater NPDES permits. The Manual provides locally-adapted information for design and selection of three categories of stormwater quality control measures: source control, runoff reduction, and treatment control.

City of Sacramento Stormwater Quality Improvement Plan

The City of Sacramento prepared the Stormwater Quality Improvement Plan (SQIP) to reduce the pollution carried by stormwater into local creeks and rivers to the maximum extent practicable (MEP). The comprehensive plan includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program. The SQIP includes a wide range of BMPs, control measures, and performance standards to be implemented during the permit period (currently 2008-2013).

City of Sacramento Municipal Code

The City's Land Grading and Erosion Control Ordinance requires project applicants to prepare erosion, sediment and pollution control plans for both during and after construction of a project, as well as preliminary and final grading plans. The ordinance applies to projects where 350 cubic yards or more of soil is excavated and/or disposed and requires BMPs that must be approved of by the City's Department of Utilities. In addition, the City's Stormwater Management and Discharge Control Ordinance minimizes or eliminates sediment and pollutants in construction site stormwater discharges.

The City Municipal Code, Chapter 13.16 Stormwater Management and Discharge Control, mandate development projects to incorporate source point and/or treatment controls to minimize long-term, post-construction discharge of stormwater pollutants from new development or modifications to existing development. Specific control measures must be developed to reduce the risk of non-

stormwater discharge and/or pollutant discharge into the City's drainage system or other receiving waters from business-related activities.

Section 13.080.030 of the Sacramento City Code prohibits the discharge of any substances, materials, waters, or waste if the discharge would violate any sewer use ordinance enacted by the Sacramento Regional County Sanitation District (SRCSD). Section 13.08.040 of the Sacramento City Code identifies specific waters, wastes, and substances that may not be discharged to the sewer.

City of Sacramento Department of Utilities Engineering Services Policy No. 0001

All new groundwater discharges to the CSS or separated sewer system are regulated and monitored by the City's Utilities Department pursuant to Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council. Groundwater discharges to the City's sewer system are defined as construction dewatering discharges, foundation or basement dewatering discharges, treated or untreated contaminated groundwater cleanup, discharges, and uncontaminated groundwater discharges.

The City requires that any short-term discharge be permitted, or an approved Memorandum of Understanding (MOU) for long-term discharges be established, between the discharger and the City. Short-term limited discharges of seven days duration or less must be approved through the City Department of Utilities by acceptance letter. Long-term discharges of greater duration than seven days must be approved through the City Department of Utilities and the Director of the Department of Utilities through a MOU process. The MOU must specify the type of groundwater discharge, flow rates, discharge system design, a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents, and a City-approved effluent monitoring plan to ensure contaminant levels remain in compliance with State standards or SRCSD- and CVRWQCB-approved levels. All groundwater discharges to the sewer must be granted a SRCSD discharge permit. If the discharge is part of a groundwater cleanup or contains excessive contaminants, CVRWQCB or Sacramento County approval is also required.

Discharges in the CSD-1 service area do not require a MOU with the City. Permission to discharge must be obtained from CSD-1.

Findings

- An increase in the urbanized areas in and adjacent to the Policy Area has increased the potential for pollutant discharges to surface water and groundwater.
- The water quality of the Sacramento and American rivers supports beneficial uses; however, their tributaries often have degraded water quality.
- The City of Sacramento has adopted and implemented ordinances, plans, and policies, in compliance with Federal and State law, to address pollutants in urban water runoff into creeks, tributaries, and rivers.
- The increase in population in the Policy Area has increased the amount of water resources used for drinking water, industrial use, and recreation. Increased groundwater use in the northeastern portion of the Policy Area has created a cone of depression, and an overall decrease in groundwater levels in the past 30 years.

6.4 Cultural Resources

Introduction

This technical background report describes the historic and cultural (historical, archaeological, and paleontological) resources present or potentially present in the City of Sacramento Policy Area. Significant resources in the area include structures that may be eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the City of Sacramento's Sacramento Register of Historical and Cultural Resources (Sacramento Register). Information for this section is based on research performed by Peak & Associates (2005) and Page & Turnbull (2013).

Appendix B includes four themed context statements and a table that identifies historic resources currently listed on the Sacramento Register. The context statements address the following themes: agriculture, State government, railroads, and World War II, transportation, and redevelopment. The historic context statements are not intended to be a comprehensive community history or chronology, but rather identify significant themes, patterns, trends, and property types in the city. The context statements provide a framework for the identification, evaluation, and treatment of historic resources. Although there are additional contextual themes that explain the history and development of Sacramento, these were not researched as part of this Background Report.

Methodology

Prehistoric and Historic Archaeological Resources

Peak & Associates staff conducted archaeological research at the North Central Information Center (NCIC) of the California Historical Resources Information System to collect information on locations of recorded prehistoric sites in the Policy Area. Staff also consulted a set of base maps copied in the mid-1970s from original maps held by the early archeologists from UC Berkeley who worked to locate sites in the Sacramento area in the 1930s.

Sites recorded in the region include village sites, smaller occupation or special use sites, and lithic scatters. Native American use of the project area focused higher spots along the rivers, creeks and sloughs that provided water and sources of food. Recent findings in the city, such as at the City Hall site and elsewhere have helped further our understanding of the settlement pattern for the earliest inhabitants of the area, as well as detail regarding the dates of occupancy and use and additional understanding of the prehistoric period lifeways.

Determinations of eligibility of archaeological resources for the State and National Registers have been requested from the NCIC in January of 2013. Eligibility information from the NCIC will be included in the Master Environmental Impact Report, as appropriate.

Built Environment Context Statements

Research in support of the four (4) themed historic contexts is included as Appendix B of this Background Report. It was compiled from the following repositories: the Sacramento Room at the Sacramento Public Library; the Center for Sacramento History; the California State Library; the Online Archive of California; and the City of Sacramento's Planning Department. The works cited in the context statements are listed in the Appendix following the context statements.

Research for the regulatory background section of this report is based on data obtained from: the NCIC (records requested January 2013); the California Office of Historic Preservation (OHP); City of Sacramento's Register of Historic & Cultural Resources (2011); the City of Sacramento Preservation Element; the City of Sacramento Historic Preservation Director; and previous environmental documentation prepared for the City.

Existing Conditions

The Policy Area is located on the western edge of the Sacramento Valley and north of the geographic center of the State of California. The Sacramento Valley comprises roughly the northern third of the major north-northwest oriented synclinerium called either Valle Grande (Clark, 1929), Great Valley (Fenneman, 1931; Hackel, 1966), Central Valley (Jahns, 1954), Great Central Valley (Piper et al., 1939; Davis et al., 1957), or California Trough (Piper et al., 1939). The Central Valley Physiographic Province is located between the Sierra Nevada Physiographic Province on the east and the Coast Ranges Physiographic Province on the west.

Prehistoric and Historic Archeological Background

The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.) period. Sacramento's location within a great valley and at the confluence of two rivers, the Sacramento River and the American River, shaped its early and modern settlements. However, the archaeological record of such use is sparse. It is likely that Paleo-Indian populations occupied the area with villages located near watercourses. The Sacramento Delta was one of the first regions in California to attract intensive archeological fieldwork. Between 1893 and 1901, a vocational archeologist, J.A. Barr, excavated many prehistoric mounds in the Stockton area. He collected nearly 2,000 artifacts during the course of his investigations. H.C. Meredith was another vocational archeologist of the period who pursued collecting in the same Stockton locality. Meredith (1899, 1900) published a compilation of his own and Barr's findings, and these appear to constitute the earliest accounts of archeology within the Delta. Holmes (1902), from the Smithsonian Institution, further elaborated on the delta or "Stockton District" archeology, presenting illustrations of artifacts collected by Meredith and Barr.

It was Elmer J. Dawson who first recognized culture changes through time in delta archeology. Though he was an amateur archeologist, Dawson understood the necessity of keeping accurate notes on grave associations and provenience of artifacts. He collaborated with W. E. Schenck to produce an overview of northern San Joaquin Valley archeology (Schenck and Dawson 1929). The overview contained information on more than 90 prehistoric sites as well as data on previous collectors.

By 1931, the focus of archeological work was directed toward the Cosumnes River locality, where survey and exploration were conducted by Sacramento Junior College (Lillard and Purves 1936). Excavations, especially at the stratified Windmill mound (CA-SAC-107), suggested three temporally distinct cultural traditions: Early, Transitional, and Late. Information grew as a result of excavations at other mounds in the delta and lower Sacramento Valley by the Sacramento Junior College and the University of California, Berkeley.

Previous investigations in the region have focused upon very detailed archival research of Spanish sources (Bennyhoff 1977), reexamination of earlier work (Ragir 1972; Schulz 1981; Doran 1980) and archeological investigations at a number of small sites (Schulz et al. 1979; Schulz and Simons 1973;

Soule 1976). Several of the previously investigated sites probably represent satellite encampments or small villages associated with major villages. The majority of the sites appear to be relatively late in time, and probably represent Plains Miwok. The activities practiced are varied, but detailed studies on the faunal collection suggest season of occupation and a focus on fish species other than the main channel varieties.

Writing the definitive summary of California archeology, Moratto (1984: 529-547) devoted an entire chapter to linguistic prehistory. For the Central Valley region, Moratto points out that some Early Horizon and Middle Horizon central California archeological sites appear at least in part, contemporaneous, based on existing radiocarbon dates. Cultural materials recovered from CA-SJO-68, an Early Horizon site, are thought to date to 4350 B.P. or 2350 B.C. On the other hand, a Middle Horizon component at CA-CCO-308 dates to 4450 B.P. or 2450 B.C. The antiquity of other Early and Middle Horizon sites demonstrate an overlap of the two horizons by a millennium or more.

One explanation proposes that the Middle Horizon represents an intrusion of ancestral Miwok speaking people into the lower Cosumnes, Mokelumne, and Sacramento River areas from the Bay Area. The Early Horizon may represent older Yokuts settlements or perhaps the speakers of an Utian language who were somehow replaced by a shift of population(s) from the bay.

Ethnological Background

Nisenan. The major portion of the Policy Area lies in the territory attributed to the Nisenan tribe, a branch of the Maidu group of the Penutian language family. Tribes of this language family dominated the Central Valley, San Francisco Bay area, and western Sierra Nevada foothills when European immigrants first arrived. The Nisenan controlled the drainages of the Yuba, Bear, and American rivers, along with the lower portion of the Feather River. The tribes of this whole region referred to themselves as Nisenan, meaning "people," in contrast to the surrounding tribes, in spite of close linguistic and cultural similarities. For this reason, they are usually named by this term rather than the more technical "Southern Maidu." In any event, the local main village was of more importance to the people than the tribal designation, and groups identified themselves by the name of the central village.

The Nisenan tribes' northern boundary has not been clearly established due to similarity in language to neighboring groups. The eastern boundary was the crest of the Sierra Nevada mountains. The confluence of the American and Sacramento rivers on the valley floor was their southern boundary. The western boundary extended from this point upstream to the mouth of the Feather River.

The Valley Maidu settlement pattern was oriented to major river drainages, with ancillary villages located on tributary streams and sloughs. Major villages often supported a population exceeding five hundred people (Wilson and Towne 1978:389). The flat grasslands between water courses were used for collecting vegetable foods and hunting, but these activities leave little, if any, archeological evidence.

Both the valley and foothill Nisenan lived by hunting and gathering, with the latter providing the majority of their diet. Acorns in the forms of meal, soup or bread provided the staple diet, augmented by a wide variety of seeds and tubers. Hunting and fishing were regularly practiced, but provided less of the diet than vegetable foods. The bedrock mortar and pestle were employed to process the acorn meats into flour, and mortar cups are frequently found throughout the range of oak trees. Both salmon and eel were caught at Salmon Falls near Folsom.

The Nisenan practiced "Kuksu Cult" religion, a widespread pattern among the California Indians. Ceremonies congregated in the semi-subterranean dancehouse located at the central village and "cry sites" where the annual mourning ceremony for the dead took place. Later, the religious revival of the ghost dance also affected this area.

In 1833, a great epidemic swept through the Sacramento Valley. This epidemic has been attributed to malaria (Cook 1955:308), and is estimated to have killed seventy-five percent of the native population, leaving only a shadow of the original Maidu to face the intruding miners and settlers. The Nisenan of the mountain areas felt less of the impact of European settlement in California than the Valley Nisenan, who were subjected to some missionization. The Mountain Nisenan, remote from these early impacts, were overwhelmed by the gold rush. Native ways of life were almost totally abandoned, and today only a few families in Placer, Nevada, Yuba, and El Dorado counties identify themselves as Nisenan and can speak the language (Wilson and Towne 1978).

Plains Miwok. The southern portion of the Policy Area was controlled at the time of contact by the Plains Miwok. The most southerly Nisenan village was Sama, located near the point at which Riverside Boulevard parallels the Sacramento River. The Eastern Miwok represent one of the two main divisions of the Miwokan subgroup of the Utian language family (Levy 1978:398). The Plains Miwok, one of five separate cultural and linguistic groups of the Eastern Miwok, occupied the lower reaches of the Mokelumne, Cosumnes, and Sacramento Rivers, including the area of south Sacramento County surrounding the Policy Area. Linguistic studies and the application of a lexicostatistic model for language divergence suggest that the Plains Miwok was a distinct linguistic entity for the last 2,000 years (Levy 1970). This result led researchers such as Richard Levy (1978:398) to conclude that the Plains Miwok inhabited the Sacramento Delta for a considerable period of time.

The political organization of the Plains Miwok centered on the tribelet. Tribelets were comprised of 300 to 500 individuals (Levy 1978:410). Each tribelet was thought to control a specific area of resources and usually consisted of several villages or hamlets. Each tribelet also was divided along lineages. These lineages were apparently localized to a specific geographic setting and most likely represented a village site and its associated satellite sites where the seasonal collection of resources occurred (Levy 1978:398-399). Descent was reckoned through males. Each settlement apparently contained roughly 21 individuals according to data collected by Gifford (Cook 1955:35).

The diet of the Plains Miwok emphasized the collection of floral resources such as acorns, buckeye, digger pine nuts, seeds from the native grasses and various fresh greens. Faunal resources such as tule elk, pronghorn antelope, deer, jackrabbits, cottontails, beaver, gray squirrels, woodrats, quail and waterfowl were hunted. Fishing, particularly salmon and sturgeon, contributed significantly to the Plains Miwok diet (Levy 1978:402-403). The primary method of collecting fish was by nets, but the use of bone hooks, harpoons and obsidian-tipped spears is also known ethnographically (Levy 1978:404)

The Eastern Miwok manufactured both twined and coiled baskets. The baskets were used for the collection and storage of seeds, basketry cradles and gaming (Levy 1978:406). Tule mats were primarily used by the Plains Miwok as a floor covering. Other uses of tule included the manufacture of the tule balsa, a water craft in which native people navigated and exploited adjacent delta and major river systems.

Four main types of structures were known among the Eastern Miwok, depending on the environmental setting. In the mountains, the primary structure was a conical structure of bark slabs. At lower elevations, the structures were thatched, semi-subterranean earth-covered dwellings and two types of assembly houses used for ceremonial purposes (Levy 1978:408-409).

Bennyhoff (1977:11) characterized the Plains Miwok as intensive hunter-gatherers, with an emphasis upon gathering. The seasonal availability of floral resources defined the limits of the group's economic pursuits. Hunting and fishing subsistence pursuits apparently accommodated the given distribution of resources. The Plains Miwok territory covered six seasonally productive biotic communities and as such native people could apparently afford to pick and choose the resources they ranked highest from each of these zones. The subsequent storage of floral resources (such as acorns in granaries) allowed for a more stable use of the resource base (Bennyhoff 1977:10). The acorn was apparently the subsistence base needed to provide an unusually productive environment as earlier non-acorn using peoples who resided in the same geographic setting apparently suffered some seasonal deprivation (Schulz 1981). Such an emphasis upon the gathering of acorns is consistent with the population increase evident during the Upper Emergent Period in California (Doran 1980).

The study of piscine (fish) remains from both CA-SAC-65 (Schulz, Abels and Ritter 1979) and CA-SAC-145 (Schulz nd; Schulz and Simons 1973) indicates that small villages away from the major rivers appear to concentrate on the collection of fish species (particularly the Sacramento perch) that inhabited slow-moving waters.

Prehistoric and Historic Archaeology Sensitivity Areas

Previous surveys since 1930 have recorded approximately 80 archaeological sites within the Policy Area. The types of archaeological resources discovered include village sites, smaller occupation or special use sites, and lithic scatters. Native American use of the Policy Area focused on higher spots along the rivers, creeks and sloughs that provided water and sources of food. For the purposes of this study, the Policy Area was classified as one of three categories for analysis based on existing research: areas of high sensitivity for archaeological resources; areas of moderate sensitivity; and areas of low sensitivity. These areas are shown on Figure 6-8.

High Sensitivity. High sensitivity areas are those known to have recorded prehistoric period archeological resources present. To protect the precise locations of known resources, these zones have been generalized. The types of prehistoric sites recorded in the Policy Area include large village mounds, small villages, and campsites. The sites contain midden (cultural deposit), Native American inhumations, artifacts [chipped stone (projectile points, scrapers) ground stone (bowl mortars, pestles, metates, manos, charmstones, beads, pipes), bone artifacts (awls, ornaments, needles, hairpins, whistles, pendants), antler artifacts (flakers), baked clay, and shell artifacts (ornaments and beads)], and other materials from occupation including shell, animal bone, and charcoal.

Some of the sites were occupied very late in time, with the name of the village known and relationships with the Indians discussed in Sutter's diaries in the 1840's. Other sites may have been occupied hundreds of years ago, and later abandoned. Some of these sites were recorded as early as the 1930s, and the locations remain on the base maps of archeological sites. Other sites were recorded in the 1950's and 1960's by archaeologists working on research projects. With the advent of the California Environmental Quality Act (CEQA) in the 1970s, additional sites were identified during project specific surveys. Recent archaeological digs, such as at the City Hall site and elsewhere have helped further our understanding of the settlement pattern for the earliest

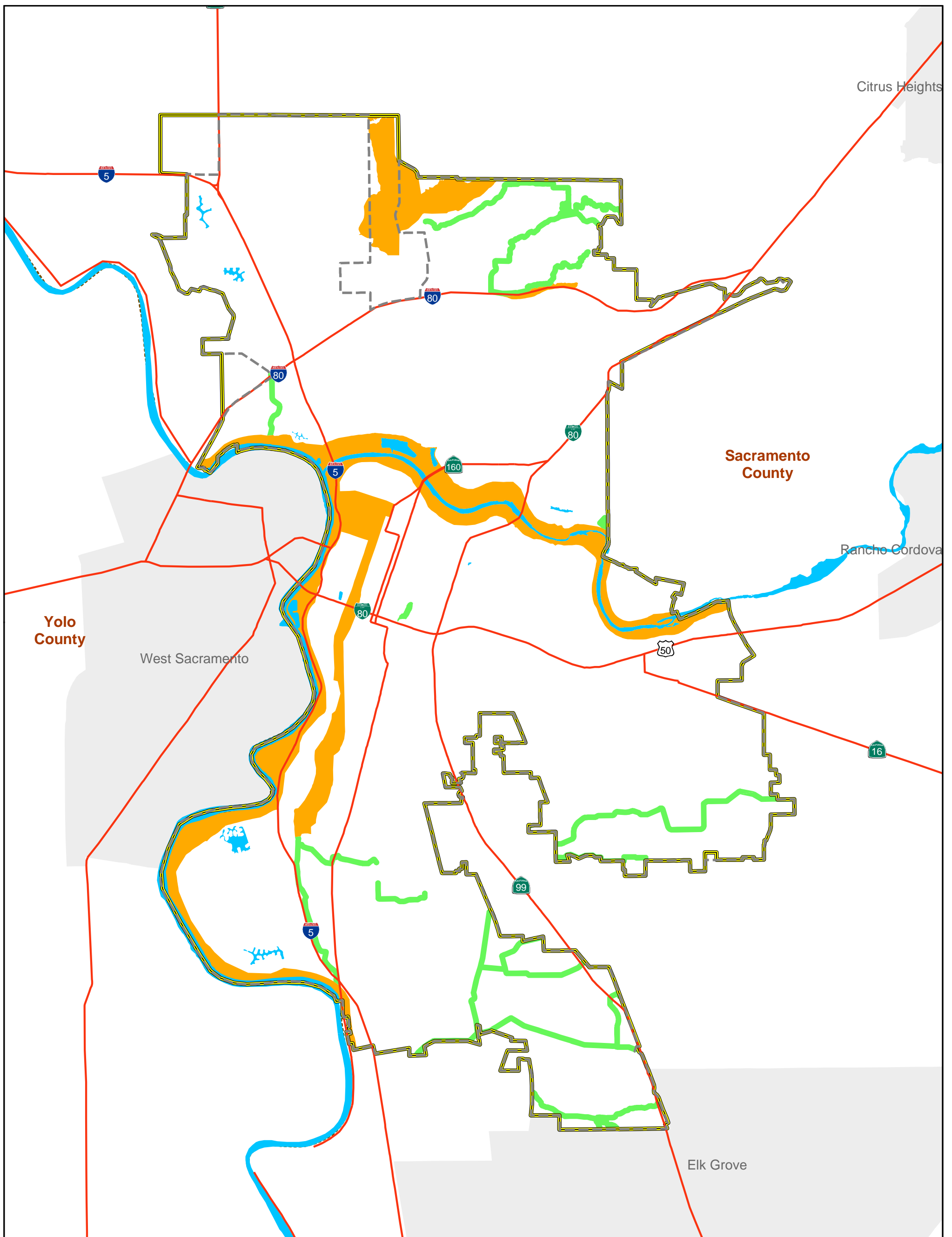
inhabitants of the area. In addition, our understanding of the prehistoric period lifeways, and detail regarding the dates of occupancy and use has also gotten better. Many of the sites had been impacted even prior to their recordation by development, farming and historic period impacts. Since their identification, some of the sites have been completely destroyed or substantially affected by land-leveling, development, and other urban activities.

Moderate Sensitivity. Creeks and other watercourses, and early high spots near waterways that seem likely to have been used for prehistoric occupation are areas of moderate sensitivity. Even sites where waterways may have existed in the past, but have now been paved over could be considered an archaeological resource due to the presence of “significant historic activities”. However, the chance of discovering artifacts on such sites is substantially lower. Many years ago, some of these waterways may have been surveyed for cultural resources, with negative results. Sites could still exist along these waterways, but may be obscured by siltation or later historic activities. While it is highly unlikely that a village would be found in a moderate sensitivity area small villages, campsites, or special use sites, occupied seasonally for the exploitation of certain food resources, are more likely to be found along the waterways.

Low Sensitivity. The remainder of the Policy Area may be considered of low sensitivity. It should be emphasized that low sensitivity indicates that it is unlikely that sites occur in these areas, but it does not rule out the possibility that a site could exist and be obscured through historic use and development or through natural processes, such as siltation. Again, it is unlikely that a village would be found, but it is more likely a small resource such as a campsite or special use site could exist.

A problem inherent with the development of a sensitivity map is that the North Central Information Center (NCIC) maps do not necessarily reflect what has happened to a site. Sites may be entirely destroyed or the subject of data recovery, but their location remains on the maps at the NCIC. These zones are shown as high sensitivity areas rather than researching the current condition of each site. Archeological surveys would still be required for all areas, except where major development has already occurred, and there are no visible original ground surfaces.

Historic Period Archeological Sites. There remains the issue of historic period archeological sites. The urbanized portions of the Policy Area are highly sensitive, and any new construction needs to consider the possibility for the presence of subsurface materials. Several recent projects in Sacramento have been the subject of extensive excavations of historic period sites, including the Embassy Suites, the Federal Courthouse Project, and the Plaza Lofts (Philadelphia House) Project. These sites have provided additional insight on the history of the development of the city of Sacramento, providing detail on the early residents and their lifeways. Each site excavated provides information on the occupants of the specific site, and the history of the use and occupation of that lot or city block. One example of an excavated block is the Federal Courthouse site at HI56, with excavations conducted in 1994. This block was the last surviving portion of Sacramento’s mid-nineteenth century Chinese district. The excavations yielded caches of domestic and commercial refuse associated with Chinese District Association boardinghouses that housed Chinese workers in the mid-1850s. The resulting analyses of the artifacts and historical research associated with the study provided information on the everyday lives of working-class Chinese pioneers.



Legend

Archaeological Sensitivity Level

High

Moderate

City Limit

County Boundary

Other City Boundaries

Policy Area

Water

**Figure 6.4-1
Archaeological
Sensitivity**

Source: City of Sacramento 2007

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On any project within the urban city, archival research must be undertaken to determine the use of the site through time, and test excavations or construction monitoring should occur. Outside of the urbanized areas, historic archeological materials may be present at any location formerly used or occupied over the past 150 years since the founding of the City of Sacramento. These areas may or may not coincide with locations of prehistoric sites. Historic maps are the key to discovering potential locations, while research and field surveys should be required as appropriate.

Brief Overview of Sacramento's Built Environment

The history of Sacramento has been shaped by its location near two rivers. The rivers provided transportation, irrigation, and food supply for early settlers. Periodic flooding helped shape the development of Sacramento to this day by providing plant and animal habitats, and helping to identify boundaries for the region. The creeks in the late 1800s were filled or diverted in the late 19th century. Historically, during Sutter's Era, however, Burn's Slough passed Sutter Fort (located in the Central City) on the north side, flowing southwest. Another small creek or slough may have passed on the south side of the fort, according to Sutter Fort's historian and archivist, Stephen Beck, which would have crossed the Policy Area. Recent excavations undertaken in Sacramento provide credible evidence that the Sacramento area was occupied at a very early time. Several villages have been identified near the confluence of the Sacramento and American Rivers.

Exploration into the Sacramento Valley began in the early 1800s via colonization and the establishment of missionaries. One of these explorers, a Spaniard name Gabriel Moraga is responsible for naming the valley region "Sacramento," which means "the Holy Sacrament". Latin influence in the region continued in the early 1800's, as Mexico gained independence from Spain and began sending explorers to Sacramento in 1822. While the area was technically under Mexican rule by 1824, the area was still inhabited by numerous Native American citizens.

While the Mexican Government occupied the region in the 1820's, the formal founder of the City of Sacramento is John Sutter. John Sutter arrived at the confluence of the Sacramento and American Rivers in 1839, settling in what was at the time Nisenan territory. The knoll on which Sutter placed his fort was an abandoned Indian mound. Beginning in 1824, under Mexican rule, land in California was divided into large parcels or Mexican land grants, referred to as ranchos. By 1846, eight land grants were claimed in Sacramento County, including New Helvitia, the first settlement in the Sacramento area, which was granted to John Sutter in 1839.

In 1848, Sutter hired William Warner to conduct a survey, which imposed a grid pattern on the land east of the embarcadero with east-west streets designated by numbers and north-south streets by letters of the alphabet. This original grid, which survives today, extended east from the Sacramento River (Front Street) to just beyond the Fort and south from Sutter's Slough (at approximately 6th and I Street) to where Broadway is today. As the "gateway" to the gold fields, mining and the business of supplying miners served as a basis for the city's early economy. By 1849, approximately 42,000 gold seekers reached California in search of gold helping Sacramento reach a population of approximately 12,000. At that time, the center commerce was at the port along the American River. However, the areas of importance gradually moved inland towards gold country. The city's location along the river ports and later the railroad played a prominent role in making Sacramento the principal mining, commercial, agricultural processing, and transportation center for the Central Valley and drew people to the area. Despite numerous floods and a major fire in 1852 that eliminated 90 percent of the city, Sacramento always recovered and rebuilt itself better than before.

In 1854, Sacramento became the State capital. The Capitol remained at a temporary location until 1874.

During the mid-1800s, the city faced severe flooding issues, with the majority of flooding coming from the American River. During heavy rains, the portion of the American River north of I Street would flood. To resolve this problem, the City dug a new mouth for the American River and elevated city streets approximately four to fifteen feet between I Street and L Street, from Front Street to 12th Street. This vast undertaking was completed in 1873 and has shaped the current downtown grid.

The city of Sacramento is also known as the birthplace of the California railroad system. The State's first railroad, Theodore Judah's Sacramento Valley Railroad, served as a link between Folsom gold fields and the city of Sacramento. With the Sacramento Valley Railroad serving as a spring board, Judah convinced the city's four major merchants to back an effort to establish a rail line linking California with the rest of the nation. These four merchants Leland Stanford, Collis Huntington, Mark Hopkins, and Charles Crocker, who came to be known as the Big Four, established the Central Pacific Railroad in 1861. Construction of the rail line began in 1862 and was ultimately completed in 1869. The transcontinental line helped establish Sacramento and the state as a primary distributor of agricultural goods to the rest of the country. Sacramento also became known as the largest railroad manufacturer and repair center west of the Mississippi. Construction of the transcontinental railroad ultimately increased the local population and the diversity of the region with new residents from the east coast, as well as Chinese immigrants who worked on the railroads.

However, in 1895, Sacramento still remained sparsely populated with the area dominated by agricultural uses. Battery operated streetcars were introduced in 1891, which helped with short range transportation. In an era before the automobile, development often followed streetcar lines. With the extension of the streetcar line, the neighborhood became quite fashionable and a number of palatial houses were located along Capitol Avenue by 1915. Many of these are now within the boundaries of the city's Capitol Mansions Historic District. As the character of the neighborhood had shifted to urban, the city began to see its first suburbs. The city's first recognized suburb, Oak Park, was originally a farm that was sold in 1885 and subdivided in 1887. Establishment of a streetcar line connecting the community to the city center helped establish the suburban growth trend of the 1900s. By 1911, the City of Sacramento annexed present day East Sacramento, Oak Park, Curtis Park, and Land Park, which tripled the city's size and added 15,000 people to its population. In 1924 North Sacramento, formerly known as Rancho Del Paso, was incorporated as a city.

A number of associational and religious buildings were constructed between 1900 and 1930 including Sacramento City College (1916), City Hall (1911), the City Library (1918), the Masonic Temple (1920), the Public Market (1923), the Elks Club building (1926), and the Memorial Auditorium (1927). During the same period, the City established many parks, hospitals, and commercial industries. The 1930's and 1940's saw the development of the Tower Bridge (1935) and the establishment of a strong military presence in the region. Mather Air Force Base (1918) and the Sacramento Air Depot (1935 renamed McClellan in 1939) provided a huge job base during the war, which triggered growth throughout the region. This rapid growth triggered a housing crisis which resulted in increased suburban settlement in the 1950s. This settlement was made easier due to the establishment of the automobile as the primary form of transportation. Use of automobiles drastically impacted the development of the city of Sacramento via the establishment of Interstate 5 between 2nd and 3rd Streets and reduced importance placed on the transcontinental railroad.

Establishment of the Sacramento Redevelopment Agency in the 1950s and their attempts at urban renewal projects such as the K Street mall also resulted in the destruction of many historic structures.

Themed Historic Context Statements

Appendix B includes four historic context statements that address the following historic and developmental themes in Sacramento:

- Agriculture
- State Government
- Railroads
- World War II, Transportation, and Redevelopment

City of Sacramento: Status of Historic Resources

The City of Sacramento has identified over 800 historic and cultural resources, which are documented in the Sacramento Register of Historic and Cultural Resources (Sacramento Register). As of January 2013, approximately 57 objects, structure, buildings, and sites in the city of Sacramento have been listed in the National Register; 96 have been listed on the California Register; 42 have been listed as California Landmarks; and six have been listed as California Points of Historical Interest.

National Register of Historic Properties

The city of Sacramento contains six historic districts which are listed on the National Register of Historic Places. Of those National Register Districts, five are also Sacramento Historic Districts. Those districts that are listed on both the National and Local Registers appear in italicized text below.

National Register Historic Districts

Alkali Flat Central

The Central Alkali Flat Historic District is concentrated on F, 10th, and 11th Streets and has one of the largest varieties of building styles, ages and types in the area. The district contains several early twentieth century buildings many of which exhibit Colonial Revival and Craftsman architectural styles.

Alkali Flat North

This small district focuses on residential homes centered on D Street between 11th Street and 12th Street. The prominent historic structure is the Maria Hastings Building. Unfortunately, many of the other buildings in the district have been demolished, thus limiting the viability of the district.

Alkali Flat West

This small district focuses on residential homes along the westernmost portion of the Alkali neighborhood, centered on G Street, extending north to D Street between 7th Street and 9th Street. There is a National Register property on-site with prepackaged homes. The area contains visually consistent buildings, most notably along E Street. Additional early 20th century apartment homes exist in the area as well.

Boulevard Park

This district extends north to south from the levee to I Street, with 20th Street serving as the western boundary and the eastern boundary extending from 23rd Street to 25th Street. The district is typified by Craftsman and Colonial Revival bungalows or cubes built between 1905 and 1915. Generally, the cube homes were constructed on the north-south boulevards, while the bungalows were constructed on the cross streets. The district includes a unique row of Victorian homes along the 23rd block of H Street. The majority of the buildings contain similar scale, heights, and setbacks.

Capitol Extension District

This district includes the Library and Courts Building, Office Building No. I (the Jesse Unruh Building), and the fountain plaza located directly west of the Capitol Building. The district creates a symmetrical monumental group that harmoniously fits into the original scheme of Capitol Park. The buildings were completed in 1928.

Old Sacramento National Historic Landmark District

This district, which is roughly bound by the Sacramento River, I Street, Interstate 5, and the Capitol Mall, is significant for its association with California's early gold rush days, the first intercontinental railroad, and the Pony Express. Sacramento was founded on the Embarcadero, Front Street in the district, and developed from there into the State Capital. This area contains some of Sacramento's earliest buildings, structures and sites.

Pending National Register Historic Districts

The Sacramento Register also identified two historic districts that appear eligible for listing on the National Register. The two districts have not been certified at the local level and are not, therefore, listed on the Sacramento Register.

California Reclamation District 1000

Reclamation District No. 1000 was created by an act of the State Legislature on April 8, 1911 and is comprised of the series of levees, drainage systems, and pumping plants located around Garden Highway. The perimeter levee system was created by the Natomas Company of California in order to create the Natomas Basin. The district includes a large pumping plant constructed in 1915 at the terminus of Second Bannon Sough.

Raised Streets and Hollow Sidewalks Historic District

This district is a historic vernacular landscape resulting from modifications made to the historic downtown area between 1862 and 1878 in response to cyclical flooding. The district is roughly bound by the Sacramento River, I Street, 12th Street, and L Street. The Raised Streets and Hollow Sidewalks District is defined by the raised streets, dipping alleyways, visual changes in street elevation, and hollow sidewalk segments.

California Register of Historical Resources

The city of Sacramento contains California Landmarks, California Points of Historical Interest, and resources which are listed on the California Register of Historical Resources. Some resources are listed on the California Register in more than one category. There are approximately 100 California landmarks, points of interest, and register properties located in the city of Sacramento.

California State Landmarks

The city of Sacramento currently contains 42 California State Landmarks. These landmarks are listed in Table 6-5 below.

Table 6-5 California State Landmarks

No.	Resource	Address
1	No. 525 Sutter's Fort	Sutter's Fort State Historic Park, 27 th & L Streets
2	No. 526 California's First Passenger Railroad	SW corner of Broadway & 10th Streets
3	No. 591 Sutter's Landing	NE corner of 28th & C Streets, Stanford Park
4	No. 592 New Helvetia Cemetery	NE corner of Alhambra Blvd & J Street
5	No. 593 Sutterville	Sutterville Rd, vicinity of Land Park Drive
6	No. 594 Site of China Slough	Southern Pacific Depot, NE corner of 4th & I Streets
7	No. 595 Eagle Theater	Old Sacramento State Historic Park, 925 Front Street
8	No. 596 Site of Home of Newton Booth	1015-17 Front Street
9	No. 597 What Cheer House	SE corner of Front & K Streets
10	No. 598 Site of State and Railroad (First)	Old Sacramento State Historic Park, NW corner of Front & K Streets
11	No. 599 E.B. Crocker Art Gallery	216 O Street
12	No. 601 Western Hotel	Parking lot, 200 feet NE of intersection of 2nd & K Streets
13	No. 602 Ebner's Hotel	116 1/2 K Street, Old Sacramento
14	No. 603 Lady Adams Building	117-19 K Street, Old Sacramento
15	No. 604 Site of Sam Brennan House	112 J Street, Old Sacramento
16	No. 605 Site of Sacramento Union	121 J Street, Old Sacramento
17	No. 606 B.F. Hastings Building	1000 2nd Street, plaque located on wall at 2nd St, between J & I Streets, Old Sacramento
18	No. 607 Adams and Company Building	1014 2nd Street, Old Sacramento
19	No. 608 Site of Orleans Hotel	1018 2nd Street, Old Sacramento
20	No. 609 D.O. Mills Bank Building	100 feet from SE corner of intersection of 2nd & J Streets, Old Sacramento
21	No. 610 Overton Building	Parking lot, 300 feet NE of intersection of 2nd & J Streets, Old Sacramento
22	No. 611 Original Sacramento Bee Building	Under N-bound off ramp of I-5, W side of 3rd Street between J & K Streets
23	No. 612 Site of Pioneer Mutual Volunteer Firehouse	200 feet NE of intersection of 3rd & J Streets
24	No. 613 Site of Congregational Church	915-6th Street
25	No. 614 Stanford-Lathrop House	Leland Stanford Mansion State Historic Park, 800 N Street
26	No. 633-2 Old Folsom Powerhouse – Sacramento Station 'A'	NE corner of 6th & H Streets
27	No. 654 Site of the first Jewish Synagogue owned by a Congregation on the Pacific Coast	In sidewalk, 7th St between Capitol Avenue & L Street
28	No. 654-1 Chevra Kaddisha (Home of Peace Cemetery)	3230 J Street
29	No. 666 Camp Union, Sutterville	No. 666 Camp Union, Sutterville
30	No. 697 Five Mile House – Overland Pony Express Route in California	On campus of California State University, 6000 J Street., left on

Table 6-5 California State Landmarks		
<i>No.</i>	<i>Resource</i>	<i>Address</i>
		State University Drive East to Guy West Bridge over-crossing & plaza. Plaque located in plaza.
31	No. 745 The Coloma Road – Sutter’s Fort	NE corner of 28th & L Streets
32	No. 780 First Transcontinental Railroad	Old Sacramento State Historic Park, Sacramento, California State Railroad Museum, rear lounge area
33	No. 780-8 First Transcontinental Railroad – Western Base of the Sierra Nevada	Haggin Oaks Municipal Golf Course, north side of clubhouse, 3645 Fulton Ave
34	No. 812 Old Sacramento	Old Sacramento State Historic Park, plaque located on wall at 2nd St between J & I Streets
35	No. 823 Governor’s Mansion	SW corner of 16th & H Streets
36	No. 869 Site of First & Second State Capitols at Sacramento	NW corner of 7th & I Streets
37	No. 872 California’s Capitol Complex	East of intersection of 10th Street and Capitol Mall
38	No. 900 Nisipowinan Village Site	Address restricted per Section 6254.10 of the California State Government Code
39	No. 934 Temporary Detention Camps for Japanese-Americans –Sacramento Assembly Center	Walerga Park, NW corner of Palm Ave & College Oak Drive
40	No. 967 California Almond Growers Exchange Processing Facility	1809 C Street
41	No. 991 State Indian Museum	2618 K Street
42	No. 1013 Site of the First African American Episcopal Church Established on the Pacific Coast	715 Seventh Street

Source: Office of Historic Preservation, 2013.

California Points of Historical Interest

There are six California Points of Historical Interest located in Sacramento. California Points of Interest do not typically have an associated address.

Table 6-6 California Points of Historical Interest		
<i>No.</i>	<i>Resource</i>	<i>Date Listed</i>
1	Curran Farmhouse	12/17/1985
2	Eastern Star	08/08/1991
3	George Hack House	08/05/1994
4	River Mansion	11/03/1969
5	St. Elizabeth’s Church	03/02/1983
6	Whitter Ranch (Originally Saylor Ranch)	05/08/1991

Source: Office of Historic Preservation, 2013.

California Register

The following table notes all of the properties in Sacramento which are listed on the California Register. Those properties that are also listed on the National Register are noted.

Table 6-7 California State Historic Resources

No.	Resource	Address	National Register
1	Calpak Plant No. 11/Del Monte Plant No. 11	1721 C Street	X
2	Anton Wagner Duplex	701 E Street	X
3	Hubbard-Upson House	1010 F Street	X
4	J. Neely Johnson House	1029 F Street	X
5	Van Voorhies House	925 G Street	X
6	Cranston-Geary Residence and Garage	2101 G Street	X
7	Julius Wetzlar House/Latriada Apartments	1021 H Street	X
8	Charles Lair House	1301 H Street	X
9	Gallatin Mansion/California Governor's Mansion	1503 H Street	X
10	Winters House	2324 & 2326 H Street	X
11	John T. Greene House	3200 H Street	X
12	Southern Pacific Railroad Company's Sacramento Depot and American Railway Express Building/Railway Express Agency Building	401 & 431 I Street	X
13	U.S. Post Office/Courthouse and Federal Building	801 I Street	X
14	Sacramento City Library	828 I Street	X
15	Travelers' Hotel	428 J Street	X
16	National Gold Bank of D.O. Mills & Company/Security Pacific	631 J Street	
17	Capitol National Bank/Crocker National Bank	700 J Street	
18	Coolot Company Building/Comstock Building	812 J Street	X
19	Ruhstaller Building	900 J Street	X
20	Sacramento Masonic Temple	1131 J Street	X
21	Public Market/Sheraton Grand Hotel	1230 J Street	
22	Sacramento Memorial Auditorium	1515 J Street	X
23	Ochsner Building/Sun Building	717 K Street	
24	S.H. Kress & Company/Dress Building	818 K Street	
25	Hale Brothers & Company/River City Bank	825 & 831 K Street	X
26	Montgomery Ward Company/Department of Rehabilitation	830 K Street	
27	Mohr & Yoerk Building/Ransohoff's	1031 K Street	
28	Eastern Star Hall	2719 K Street	X
29	Hotel Senator	1121 L Street	X
30	Sutter's Fort	2701 L Street	X
31	Capital Park	L Street to N Street, between 10 th & 15 th	X
32	Stanford-Lathrop House/Stanford Mansion	800 N Street	X
33	Business & Professional Building/Consumer Affairs Building	1020 N Street	
34	Public Works Office Building	1120 N Street	
35	Motor Vehicle Building/Department of Food and Agriculture	1220 N Street	
36	Westminster Presbyterian Church	1300 N Street	X
37	E.B.Crocker Art Gallery	216 O Street	X
38	August A. Heilbron House	704 O Street	X
39	No Name	1720 Q Street	
40	W.P. Fuller Building	1015 R Street	
41	United States Rubber & Tire Company	1026 R Street	
42	Sacramento Warehouse Company/State Warehouse	1026 R Street	
43	Piggly-Wiggly Company/High-line Electric Company	1119 R Street	
44	No Name	1213 R Street	
45	SMUD Headquarters Building	6301 S Street	X

Table 6-7 California State Historic Resources

No.	Resource	Address	National Register
46	Mary Haley Galarneau House	922-24 T Street	X
47	Goethe House/Julia Morgan House	3731 T Street	X
48	No Name	3460 2 nd Avenue	
49	Lewis Building/Woodruff Building	3440-3050 3 rd Avenue	
50	Thompson-Diggs Company	1800 3 rd Street	
51	Fire Station No. 6/Oak Park Fire Station	3414 4 th Avenue	X
52	Dunlap's Dining Room	4322 4 th Avenue	X
53	Sacramento Hall of Justice/Sacramento City Police Department	813 6 th Street	X
54	Pioneer Hall	1009 7 th Street	
55	Merchants National Bank of Sacramento	1015 7 th Street	X
56	Mesick House	517 8 th Street	X
57	Kuchler Row/Wheeler Houses	608-614 10 th Street	X
58	California State Capitol	10 th Street, between L and N Streets	X
59	California's Capitol Complex	East of intersection of 10 th Street & Capitol Mall	X
60	Blue Anchor Building	1400 10 th Street	X
61	Pumping Station #2	915 11 th Avenue	
62	Sacramento BPOE Temple No. 26/Sacramento Elks Lodge	921 11 th Street	X
63	Hotel Regis	1106 11 th Street	X
64	Rochdale Building	1801 11 th Street	
65	Fred Mason-Shirt Store & Factory/Farley's Grocery	528/530 12 th Street	
66	Firestone Tire Warehouse	1811 12 th Street	
67	Firehouse No. 3/Engine Company No. 3 Firehouse	1215 19 th Street	X
68	No Name	1809 19 th Street	
69	Edward P. Howe, Jr. House	2215 21 st Street	X
70	Sacramento City College Municipal Water Tower	3581 23 rd Street	
71	Sacramento Bank Building/Citizen's Bank/ Christian Fellowship	3418 Broadway	X
72	Diepenbrock House	2315 Capitol Avenue	
73	Old Tavern/Sacramento Brewery/ Sutter Hospital Personnel	2801 Capitol Avenue	X
74	California State Library/ Library and Courts Building	914 Capitol Mall	
75	Office Building One	915 Capitol Mall	
76	Perkins Ranch/Perkins Residence	8280 Folsom Blvd	
77	C.K. McClatchy Senior High School	3066 Freeport Blvd	X
78	Sacramento Junior College Annex and Extensions/ Sacramento City College	3835 Freeport Blvd	X
79	Delta King River Boat	1000 Front Street	
80	Sacramento River Dox Complex	1601 Garden Highway	
81	Arthur Sweet House	2215 Grove Avenue	
82	PG&E Station "B"/ Riverfront Station	451 Jibboom Street	X
83	Theodore Judah School	3919 McKinley Blvd	X
84	J.C. Carly House/ Delinch Residence	2761 Montgomery Way	X
85	Brighton Substation	2901 Power Inn Road	
86	Hudson-Cipa-Wolf Ranch	Sorento Road	

Table 6-7 California State Historic Resources

No.	Resource	Address	National Register
87	Libby McNeil/ Libby Fruit & Vegetable Company	1724 Stockton Blvd	X
88	Colonial Theatre	3522 Stockton Blvd	
89	A.W. Clifton House/ Compton Mansion	4400 Stockton Blvd	
90	I Street Bridge	Sacramento River & I Street	X
91	J Street Wreck	Foot of J Street in the Sacramento River	X
92	Joe Mound	Restricted	X
93	Jibboom Street Bridge	Jibboom Street	
94	R Street Railroad Track	SW Corner of 3 rd & R Streets	
95	Nisipowian Village Site	Restricted: River District Area	X
96	Tower Bridge	Sacramento River & Capitol Avenue	X

Source: Sacramento Register of Historic and Cultural Resources, December 2011.

Sacramento Register

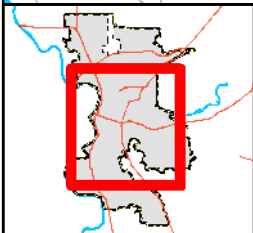
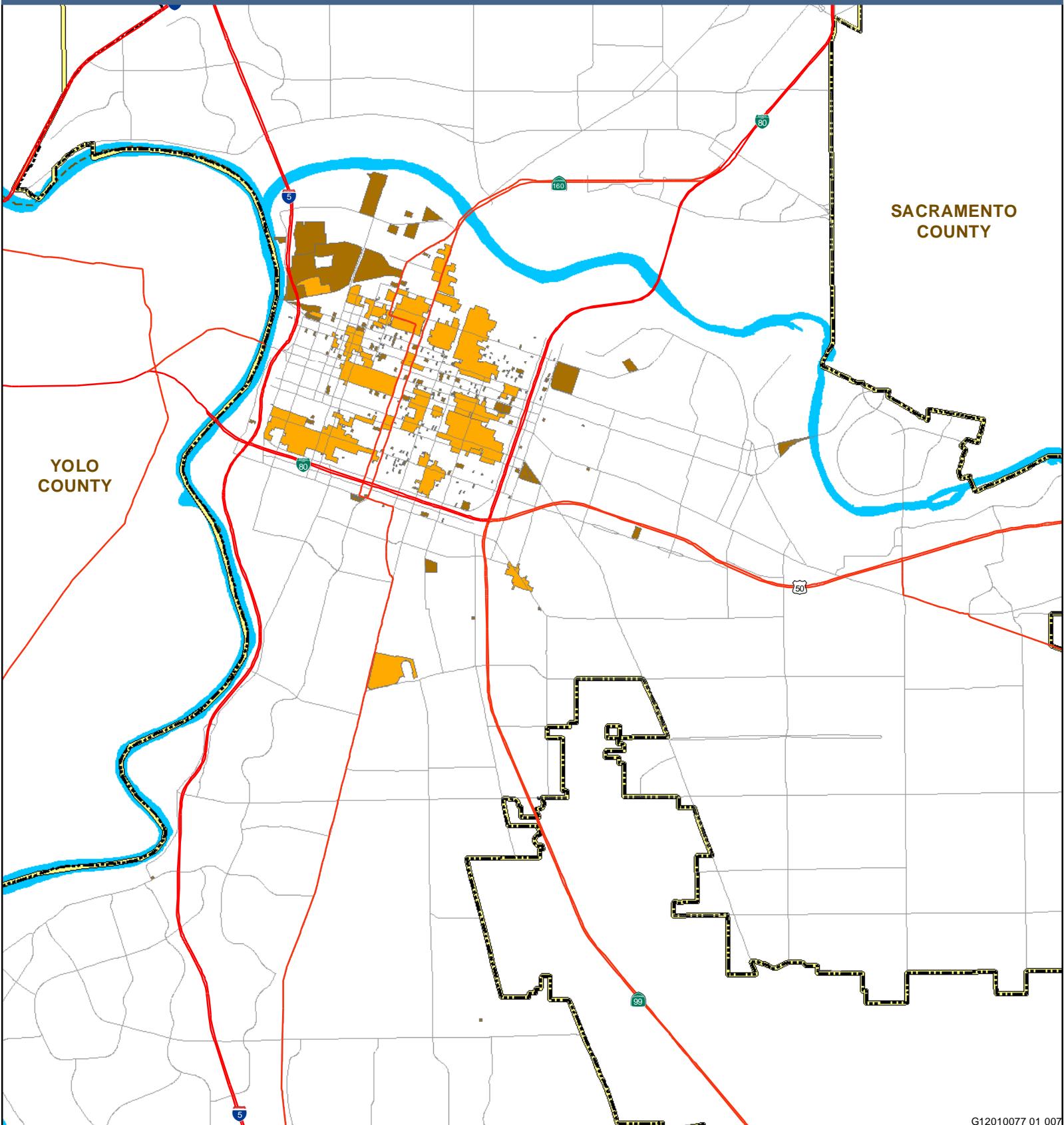
The City of Sacramento has designated 31 Local Historic Districts (see Figure 6-9) within the Policy Area. Below is a list and brief description of each of the designated districts. Those districts that are also listed in the National Register of Historic Places are italicized.

Sacramento Register Historic Districts

1200-1300 Q Street. This district is a two block row of high basement cottages located south of Q Street. The district is primarily residential and surrounded by incompatible uses. The buildings are similar in color, building material, texture, setback and size. The buildings were constructed between 1885 and 1895 and are complemented by mature trees lining the streets.

12th Street Commercial. This district is a two and a half block row along 12th Street extending south to E to G Streets. The site served as a primary route to gold fields in the late 19th century. The building construction dates in the area range from 1895 to about 1912. The gridline remains intact, but the roads were repaved in the 20th Century to accommodate automobiles.

North 16th Street. This district contains a concentration of industrial and commercial warehouses located on North 16th Street between the railroad right of way to the south and Sproule Avenue to the north. Constructed along railroad spurs and major vehicular transportation routes, the typically brick buildings include decorative features such as cornices, parapets and blind arches.



Legend

Historic Districts	Waterways
Landmark Parcels	City Limits
Major Roads	Policy Area
Highways	County Boundary

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20th and N Street. This district features simple cottages located south of Capitol Avenue to O Street, between 20th Street and 21st Street. It is believed that the cottages were constructed in the 1880s or 1890s and were originally intended for servants.

Alkali Flat Central. The Central Alkali Flat Historic District is concentrated on F, 10th, and 11th Streets and has one of the largest varieties of building styles, ages and types in the area. The district contains several early twentieth century buildings many of which exhibit Colonial Revival and Craftsman architectural styles.

Alkali Flat North. This small district focuses on residential homes centered on D Street between 11th Street and 12th Street. The prominent historic structure is the Maria Hastings Building. Unfortunately, many of the other buildings in the district have been demolished, thus limiting the viability of the district.

Alkali Flat West. This small district focuses on residential homes along the westernmost portion of the Alkali neighborhood, centered on G Street, extending north to D Street between 7th Street and 9th Street. There is a National Register property on-site with prepackaged homes. The area contains visually consistent buildings, most notably along E Street. Additional early 20th century apartment homes exist in the area as well.

Alkali Flat South. This small district focuses on residential homes centered on G Street between 10th Street and 12th Street. The District is characterized by a row of small Italianate and Queen Anne houses that are of a similar size, scale, form, and age. The design details of the homes create a visually consistent community.

Boulevard Park. This district extends north to south from the levee to I Street, with 20th Street serving as the western boundary and the eastern boundary extending from 23rd Street to 25th Street. The district is typified by Craftsman and Colonial Revival bungalows or cubes built between 1905 and 1915. Generally, the cube homes were constructed on the north-south boulevards, while the bungalows were constructed on the cross streets. The district includes a unique row of Victorian homes along the 23rd block of H Street. The majority of the buildings contain similar scale, heights, and setbacks.

Bungalow Row. This district extends from K Street south to Q Street with 22nd Street serving as the western boundary and the eastern boundary extending from 27th Street to 29th Street. The district is typified by Craftsman bungalows built between 1900 and 1915. Generally the buildings contain similar scale, height, size, design, and materials.

C Street Commercial. This one block district contains structures built in 1920. Each building lacks distinguishing qualities on an individual level, but collectively they represent the look of the commercial buildings of the era. The buildings contain similar scale, style, and materials.

C Street Industrial. This one block district contains structures built between 1914 and 1938. Each building varies in style but accurately reflects the industrial development of the area, particularly due to its proximity to the railroad (on the north). The buildings are primarily Vernacular and Modern, with some classical ornamentation.

Capitol Avenue. This district extends north to south from just south of L Street to Q Street, with 17th Street serving as the western boundary and 19th Street serving as the eastern boundary. The district was constructed during the 1870s and the 1890s and is home to the most Italianate structured buildings than any other part of the city. There are also a fair number of Queen Anne and Colonial Revival homes constructed in the 1890s. The buildings are similar in color, building material, and setback and are complemented by mature trees that line the streets.

Capitol Extension District. This district includes the Library and Courts Building, Office Building No. I (the Jesse Unruh Building), and the fountain plaza located directly west of the Capitol Building. The district creates a symmetrical monumental group that harmoniously fits into the original scheme of Capitol Park. The buildings were completed in 1928.

Capitol Historic. This district is anchored by the California State Capitol Building, which was constructed between 1860 and 1874 using the Classic Revival style. The site is bounded by L Street on the north, 9th Street and the Capitol Avenue on the west, N Street on the south, and 15th Street on the east. In association with the Capitol building, the district also contains Capitol Park, which contains various other government buildings with historic character, including the Insectary Building. This district is surrounded by external historic structures in its immediate vicinity.

Capitol Mansions. The Capitol Mansions Historic District has meandering boundaries that extend from 27th Street in the east to 21st Street in the west, from the L and K Street alleys on the north to the N Street alley on the south. The majority of the buildings are large and stately structures with a Queen Anne or Classic Box style. The buildings were originally single family homes, but often serve as offices. Two church landmarks also exist in this district.

Cathedral Square. This district is anchored by the Cathedral of the Blessed Sacrament, which was constructed in 1887. The site is bounded by the alley south of J Street on the north, a meandering boundary from 10th Street to 11th Street on the west, L Street on the south, and 12th Street on the east. The height of the cathedral dominates the viewscape of the area.

Central Shops. The Central Shops historic district, located north of the Southern Pacific railroad tracks at 401 I Street, served as the principal shops of the Pacific Lines of the Southern Pacific system between 1868 and 1990. These shops oversaw subsidiary shops from Portland, Oregon; Ogden, Utah; San Francisco, California; and Los Angeles, California. The shop buildings include representative examples of mid-19th to late Victorian industrial architecture.

Cesar Chavez/Plaza Park Central Business District. This district is located in the core of the historical and existing downtown business district. The majority of eligible structures still standing were built between 1910 and 1930. In addition to buildings, the J Street corridor, the intersecting arterials, and accompanying sidewalks still contain evidence of historic structure below ground level or maintain authenticity with cobblestone roads and curbstones still in place.

Fremont Park. This one block district is anchored by Fremont Park. The buildings within the district were constructed between 1890 and 1910. The buildings contain Italianate and Craftsman architecture, which provide a variety of styles, without detracting from the history of the district. The site is bounded by the alley north of R Street on the south, 15th Street on the west, P Street on the north, and 16th Street on the east.

Marshall Park. This district extends north to south from I Street to just south of J Street, between 26th Street and 28th Street. The homes in the district were constructed between 1895 and 1900, with primarily Queen Anne structures and some Colonial Revival homes. Both single-family residential and apartment homes are in the Marshall Park District. The buildings are compatible with the surrounding residential uses.

Memorial Auditorium. This district is anchored by Memorial Auditorium (15th Street and J Street) and extends down J Street to 17th Street. The surrounding buildings are mixed use commercial and residential that have been restored or rehabilitated in the last few years. The surrounding buildings complement the scale and building material of the auditorium.

Merchant Street. This district extends north to south from I Street to K Street, between 7th Street and 8th Street. This area served as an early 20th century banking center and is highlighted by Pioneer Hall, which has been at its existing location since 1868. The Merchants National Bank Building was also constructed in 1921, further lending to the site's historicity. The architecture of the district share a classic style and consistent use similar building materials.

Oak Park. This district is contained by roughly triangular boundaries defined by 4th Avenue on the south, 33rd Street on the west and Broadway, which runs diagonally to the east. The Oak Park District represents the commercial core of the neighborhood, which was annexed to the City in 1911. The Libby, McNeil & Libby cannery at Alhambra and Stockton Boulevard and the California Highway Commission repair shops at 34th and R Streets historically employed many Oak Park residents.

Poverty Ridge. The Poverty Ridge district extends from S Street on the north to W Street on the south, bounded on the west 20th Street and 21st Street, and by 23rd Street on the east. The homes in the district were large prairie style units constructed at about 1915 or later. During the time of construction, the prairie style units were home to some of Sacramento's wealthier families. The area also contains many Craftsman Bungalow homes in the block bounded by S Street and T Street, and 20th and 21st Streets. Most of the southern part of the district was constructed post-1920. There are also a fair number of Queen Anne and Colonial Revival homes constructed in the 1890s. The residential buildings are incompatible with the surrounding industrial uses.

R Street. The buildings in this district are located on R Street from 10th Street to 12th Street. The area was once one of the focal points for the city during the railroad era. The buildings were constructed between 1910 and 1930 and were used primarily for warehousing, distribution and light industrial.

Sacramento City College. This district consists of five buildings on the College Campus that were designed by famed Sacramento architect Harry J. Devine in the 1920s. Devine designed Library and Classrooms building, the Gymnasium, the Fine Arts Building, the Engineering Technology Building, and the Aeronautical Addition. The buildings were constructed with PWA Moderne style components and share building material, size, scale, and design elements with each other. Later alterations to the campus have changed the district's setting, but have had a minimal effect on the historic integrity of the site.

South Side. The South Side Historic District is the largest historic district in the Policy Area, extending from 3rd Street to 16th Street, bounded by S Street and W Street to the north and south, respectively. The district is divided by South Side Park. West of the park are simple high basement

cottages and some abandoned lots. While some of the existing structures lack historic integrity individually, collectively they provide a historic setting. The homes in this part of the district were constructed between 1895 and 1905, with Queen Anne structures being the most dominant. These structures have a consistent height, scale, spacing, setback, material composition, and texture. East of the park, the district maintains a similar character, but is often impacted by newer apartments. Also there are larger Queen Anne and Revival style homes, rather than the smaller cottages. As one moves further to the east, the structures begin to change to more of a bungalow style.

Washington. The Washington District is another large historic district in the Policy Area extending from C Street to G Street, bounded by 12th Street and 15th Street to the east and west, respectively. The structures in this district were constructed between the 1870s and the 1900s. The area had a variety of styles represented, including Italianate, Eastlake, Queen Anne, Colonial Revival, and other vernacular structures. These structures have a consistent high basement structure and are both single family and multi-family structures. The area, like Alkali Flat, has been encroached over the last few years by increased commercial development.

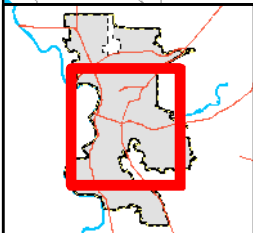
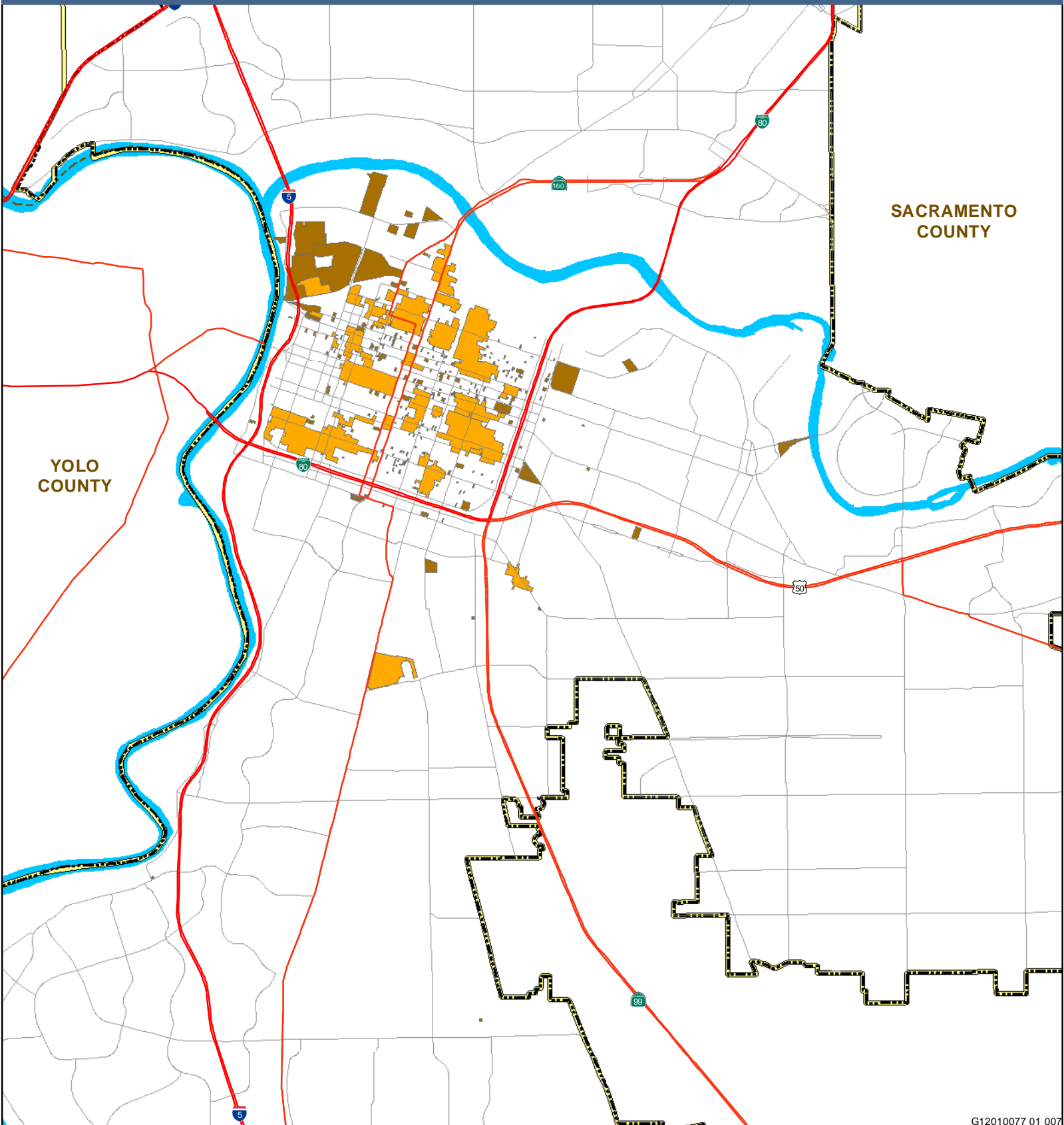
Washington School. The Washington School district is another large historic district in the Policy Area extending from D Street to G Street, bounded by 17th Street and 19th Street to the east and west, respectively. The district is located in a transitional area with working class cottages and a mix of larger homes and apartments. The structures in this district were constructed between the 1880s and the 1900s. The area had a variety of styles represented, including Eastlakes, Queen Anne, Colonial Revival, and other vernacular structures. After 1905 additional Cube types and bungalows began appearing in the neighborhood. These residential structures are complemented by the Washington School and a large row of older trees.

Winn Park. The Winn Park District is located just south of the Capitol Mansions Historic District, extending from south of Capitol Avenue to south of Q Street. The district is bounded by 21st and 22nd Streets to the west and 25th, 28th and 29th Streets to the east. The buildings in this district are primarily residential ranging from the late 19th century to the 1930s and 1940s. The area has a variety of style representative styles represented, including Queen Anne, Colonial Revival, and Classic Revival.

Sacramento Register Properties

Appendix B summarizes the historic and cultural properties identified in the December 2011 Sacramento Register. The properties are organized by address in the following categories: “Numbered” streets; “Lettered” streets; “Name” streets; and Bridges, Memorials, Statues, Monuments, Parks and Sites.

The majority of Sacramento’s Landmarks are located within the Central City. The map in Figure 6-10 highlights the location of these landmarks in the Central City.



Legend

Historic Districts	Waterways
Landmark Parcels	City Limits
Major Roads	Policy Area
Highways	County Boundary

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Regulatory Background

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966, 80 Stat. 915, 16 U.S.C. 470 et seq., as amended, authorizes the Secretary of the Interior to expand and maintain a National Register of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture. The National Register is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.

A "historic property" is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. Historic properties include artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 Code of Federal Regulations (CFR) Part 800 Protection of Historic Properties, Section 800.16 Definitions l 1).

Overseen by the National Park Service (NPS), under the Department of the Interior, the National Register was authorized under the National Historic Preservation Act as amended. Its listings encompass all National Historic Landmarks as well as historic areas administered by NPS.

National Register guidelines for evaluation of significance were developed to be flexible and to recognize accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria were designed to guide State and local governments, Federal agencies, and others in evaluating potential entries in the National Register. For a property to be listed or determined eligible for listing, it must be demonstrated as possessing integrity and meeting at least one of the following criteria. It must be demonstrated that:

"The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. Associated with events that have made a significant contribution to the broad patterns of our history; or
- b. Associated with the lives of persons significant in our past; or
- c. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Has yielded, or may be likely to yield, information important in prehistory or history."

Integrity is defined in National Register guidance, *How to Apply the National Register Criteria*, as "the ability of a property to convey its significance. To be listed in the National Register...a property

must not only be shown to be significant under the National Register criteria, but it also must have integrity” (NPS 1990). The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

The National Register guidance asserts that properties be at least 50 years old to be considered for eligibility. Properties completed less than 50 years before evaluation must be “exceptionally important” (Criteria Consideration G) to be considered eligible for listing.

Section 106 of the NHPA. Section 106 of the National Historic Preservation Act of 1966, as amended, states that:

The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.

The statute also states that the head of the responsible Federal agency shall provide the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings. Regulations issued by the ACHP, the Code of Federal Regulations at 36 CFR Part 800, “Protecting Historic Properties,” guide the Section 106 process.

Under Section 106, Title 36 Code of Federal Regulations (CFR) Part 800 defines adverse effects on historic properties as follows:

Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

According to 36 CFR Section 800.5(a) (2), examples of adverse effects on historic properties include, but are not limited to:

- i. Physical destruction of or damage to all or part of the property;
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- iii. Removal of the property from its historic location;

- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance(36 CFR Part 800.5 (a) (2)).

Department of Transportation Section 4(f)

Section 4(f) is national policy established as a part of the U.S Department of Transportation Act of 1966 that stipulates that the Federal Highway Administration (FHWA) will not approve any program or project that requires the “use” of any publicly owned public park, recreation area, wildlife refuge or historic sites unless;

- There is “no feasible and prudent alternative to the project,”
- The project includes “all possible planning to minimize harm to the project.
- Section 4(f) applies to all transportation agencies within the U.S Department of Transportation, which include;
- Federal Highway Administration (FHWA) – Funds Highway and bridge projects
- Federal Transit Administration
- Coast Guard – Owns and protects many historic lighthouses and has regulatory authority affecting bridges.

Section 4(f) does not apply to private institutions and individuals, even if the said areas are open to the public. However, if a governmental body has a proprietary interest in the land for instance fee ownership, drainage easements or wetland easement, it can be considered “publicly owned” and thus Section 4 (f) applies.

The Secretary of the Interior's Standard for the Treatment of Historic Properties

The (U.S.) Secretary of the Interior has established standards for the treatment of historic properties. The 1995 Secretary of the Interior's Standard for the Treatment of Historic Properties document outlines specific standards and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Preservation standards provide guidelines by which to sustain the integrity of a historic resource. Rehabilitation standards guide the compatible reuse of a historic resource and retain its character-defining features. Restoration standards guide the process of restoration of a historic resource to a particular period of time. Reconstruction standards and guidelines apply to new developments that replicate a non-surviving site, landscape, building, structure or object in its historic location.

The Secretary of the Interior’s Standards for Rehabilitation. The Secretary of the Interior’s Standards for Rehabilitation (the Standards) are the benchmark by which Federal agencies and many local government bodies evaluate rehabilitative work on historic properties. The Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Compliance with the Standards does not determine whether a project would cause a substantial adverse change in the significance of an historic resource. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on an historic resource. Projects that do not comply with the Standards may or may not cause a substantial adverse change in the significance of an historic resource.

The Standards acknowledge that some changes are typically necessary to ensure the continued use of a historic property. Regarding alterations and additions for the new use of a historic property, the guidelines for Rehabilitation state:

Some exterior and interior alterations to a historic building are generally needed to assure its continued use, but it is most important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. Alterations may include providing additional parking space on an existing historic building site; cutting new entrances or windows on secondary elevations; inserting an additional floor; installing an entirely new mechanical system; or creating an atrium or light well. Alteration may also include the selective removal of buildings or other features of the environment or building site that are intrusive and therefore detract from the overall historic character. The construction of an exterior addition to a historic building may seem to be essential for the new use, but it is emphasized in the Rehabilitation guidelines that such new additions should be avoided, if possible, and considered only after it is determined that those needs cannot be met by altering secondary, i.e., non-character-defining interior spaces. If, after a thorough evaluation of interior solutions, an exterior addition is still judged to be the only viable alternative, it should be designed and constructed to be clearly differentiated from the historic building and so that the character-defining features are not radically changed, obscured, damaged, or destroyed.

The 10 Rehabilitation Standards are listed below:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Federal Historic Preservation Tax Incentives Program

The National Park Service and the Internal Revenue Service, in partnership with the State Office of Historic Preservation, operates the Historic Preservation Tax Incentives program. The 20 percent income tax credit is available for the “rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be “certified historic structures.” A 10 percent tax credit is available for “the rehabilitation of buildings placed in service before 1936.” Rehabilitation must comply with the Secretary of the Interior’s Standards for Rehabilitation.

State

California Register of Historical Resources

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

- Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criterion 2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Resources eligible for the National Register are automatically listed in the California Register of Historical Resources (OHP, 2001).

California State Landmarks

Designated California Historical Landmarks are numbered sequentially as they are listed by the State Historical Resources Commission. California Historical Landmarks numbered 770 and above are automatically listed in the California Register. According to PRC Section 5031(a), to be eligible for California Historical Landmark designation, a property must be of statewide historical importance and must demonstrate its statewide significance by meeting one of the following three requirements:

1. The property is the first, last, only, or most significant historical property of its type in the region. The regions are Southern California, Central California, and Northern California. If a property has lost its historic appearance (integrity), it may still be listed as a site.

The property is associated with an individual or group having a profound influence on the history of California. The primary emphasis should be the place or places of achievement of an individual. Birthplace, death place, or place of interment shall not be a consideration unless something of historical importance is connected with the person's birth or death. If a property has lost its historic appearance (integrity), it may still be listed as a site.

The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or...it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder.

An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

Note: Only preeminent examples will be listed for architectural importance. Good representative examples of a style, period, or method of construction are more appropriately nominated to other registration programs.

California Points of Historical Interest

California Points of Historical Interest include “sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value” (Office of Historic Preservation 2008). Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. To be designated, a property must be demonstrated to meet at least one of the following criteria: the first, last, only, or most significant of its type within the local geographic region (city or county).

Associated with an individual or group having a profound influence on the history of the local area.

A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best-surviving work in the local region of a pioneer architect, designer, or master builder.

California Historical Building Code

The purpose of the California Historical Building Code (CHBC) is to provide alternative regulations for the preservation, restoration, rehabilitation, relocation or reconstruction of buildings or structures designated as qualified historical buildings or properties by a local, State or Federal jurisdiction (as defined in Section 8-218 of Division 13, Part 2.7 of Health and Safety Code). The CHBC defines a “qualified historic structure” as:

Any building, site, structure, object, district or collection of structures, and their associated sites, deemed of importance to the history, architecture or culture of an area by an appropriate local, State or Federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, State or local historical registers or official inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmarks, State Points of Historical Interest, and officially adopted city or county registers, inventories, or surveys of historical or architecturally significant sites, places or landmarks.

The CHBC’s standards and regulations are intended to

Facilitate the rehabilitation or change of occupancy so as to preserve their original or restored elements and features, to encourage energy conservation and a cost effective approach to preservation, and to provide for reasonable safety from fire, seismic forces or other hazards for occupants and users of such buildings, structures and properties and to provide reasonable availability and usability by the physically disabled.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is State legislation (PRC Section 21000 et seq.), which provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects. CEQA applies to “projects” proposed to be undertaken or requiring approval from State or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.” Historic and cultural resources are considered to be part of the environment. CEQA equates a “substantial adverse change” in the significance of a historical resource with a significant effect on the environment (PRC Section 21084.1).

Historical resources are defined in PRC Section 21084.1 as:

“a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, [is] ... presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.”

Substantial Adverse Change. Thresholds of substantial adverse change are defined in PRC Section 5020.1 as demolition, destruction, relocation, or “alteration activities that would impair the significance of the historic resource.” Material impairment occurs when a project results in demolition, or materially alters in an adverse manner, the physical characteristics that convey a property’s historic significance, or is the reason for that property’s inclusion in an official register of historic resources (CEQA Guidelines Section 15064.5(b)(2.)).

The CEQA Guidelines define a significant impact as one that would cause “a substantial adverse change” defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (emphasis added CEQA Guidelines Section 15064.5(4)(b)(1)).

The significance of an historical resource is materially impaired when a project:

- a. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of the evidence that the resource is not historically or culturally significant; or

- c. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA (CEQA Guidelines Section 15064.5).

The concept of substantial adverse change includes both direct effects (or impacts) to historical resources and indirect effects to the immediate surroundings of the resource. Examples of direct impacts include:

- physical destruction of, or damage to, all or part of an historical resource
- demolition of a building that contributes to the significance of an historic district, damaging the cohesiveness and overall character of the district alteration of historical resources, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of accessibility features that are not consistent with concepts in the Standards for Rehabilitation, applicable related guidelines or technical advisories.

Examples of indirect impacts to the immediate surroundings of a historical resource include:

- alteration of the character of physical features within the setting of the historical resource that contribute to its historic significance
- introduction of visual, atmospheric or audible elements that diminish the integrity of the character defining features of the historical resource

Alteration of an historical resource that is not found in compliance with The Secretary of Interior's Standards for Rehabilitation may also be considered an impact under CEQA.

Local

The City of Sacramento became a Certified Local Government (CLG) in 1996. The CLG program is a partnership among local governments, the California Office of Historic Preservation (OHP), and the National Park Service (NPS), which is responsible for administering the National Historic Preservation Program. It was established to encourage direct participation of local governments in the identification, evaluation, registration, and preservation of historic properties in their jurisdictions. Certified local governments make every effort to integrate local preservation interests and concerns into local planning and decision-making processes. As a CLG, the City maintains an active program to designate historic resources.

Sacramento City Code

The Sacramento City Council adopted Ordinance No. 2006-063 to add a historic preservation chapter to the Sacramento City Code on October 24, 2006. The purpose of Chapter 17.143 Historic Preservation of the City Code was:

1. To establish a City preservation program, commission and staff, to implement the Preservation Element of the City's General Plan;

2. To provide mechanisms, through surveys, nominations and other available means, to identify significant historic, prehistoric and cultural resources, structures, districts, sites, landscapes and properties within the city;
3. To provide mechanisms and procedures to protect and encourage the preservation of the city's historic and cultural resources; and
4. To provide standards, criteria and processes, consistent with State and Federal preservation standards and criteria, for the identification, protection and assistance in the preservation, maintenance and use of historic and cultural resources.

Sacramento Register. The local Sacramento Register of Historic and Cultural Resources (Sacramento Register) was established through the Historic Preservation Chapter of the City Code. The Sacramento Register records:

- Adopted landmarks
- Adopted historic districts
- Special planning districts, survey areas, and individual resources
- Pending Sacramento register nominations

To be eligible for the Sacramento Register, a resource must meet one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
2. It is associated with the lives of persons significant in the city's past;
3. It embodies the distinctive characteristics of a type, period, or method of construction.
4. It represents the work of an important creative individual or master.
5. It possesses high artistic values; or.
6. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation.

Additionally, resources must retain integrity of location, design, setting, materials, workmanship and association. The integrity of a resource shall be judged with reference to the particular criterion or criteria specified above.

The Sacramento Register includes special considerations for resources that may otherwise be determined ineligible for the Register. These factors include:

1. A structure removed from its original location is eligible if it is significant primarily for its architectural value or it is the most important surviving structure associated with a historic person or event.

2. A birthplace or grave is eligible if it is that of a historical figure of outstanding importance and there is no other appropriate site or structure directly associated with his or her productive life.
3. A reconstructed building is eligible if the reconstruction is historically accurate, if the structure is presented in a dignified manner as part of a restoration master plan; and if no other, original structure survives that has the same association.
4. Properties that are primarily commemorative in intent are eligible if design, age, tradition or symbolic value invest such properties with their own historical significance.
5. Properties achieving significance within the past fifty (50) years are eligible if such properties are of exceptional importance.

The Historic Preservation Chapter also identifies requirements that shall be met to list a historic district on the Sacramento Register. The City Council must hold hearing(s) to ensure that these requirements are satisfied. The requirements are as follows:

1. The area is a geographically definable area;
2. The area possesses either:
 - a. A significant concentration or continuity of buildings unified by:
 - i. past events; or
 - ii. aesthetically by plan or physical development;
 - b. The area is associated with an event, person, or period significant or important to city history;
3. The designation of the geographic area as a historic district is reasonable, appropriate and necessary to protect, promote and further the goals and purposes of this chapter and is not inconsistent with other goals and policies of the City.

Additionally these factors shall be considered:

1. A historic district should have integrity of design, setting, materials, workmanship and association,
2. The collective historic value of the buildings and structures in a historic district taken together may be greater than the historic value of each individual building or structure.

Findings

- The majority of the historic resources and landmarks in the city are located within the Central City grid. There are 31 City designated historic districts in the city. There are approximately 104 resources listed as California Points of Historical Interest, California Landmarks, and California Register Historical Resources. Fifty-seven properties in the city are listed on the National Register of Historic Places.

- The City's current Preservation Element anticipates future historic/cultural resources survey and inventory efforts on a citywide basis. The updating of existing studies, and the completion of these surveys and inventories will shape and inform planning and development decisions. A large number of additional areas are being reviewed for future consideration as historic resources/districts that could impact future development.
- There are approximately 80 known significant archaeological resource sites within the policy area. Review of proposed development projects within or in close proximity of areas designated as highly sensitive or moderately sensitive resources areas would require additional on-site review, testing, and assessment by qualified archaeologists as a part of the environmental review of the proposed project. A large portion of the city has not been surveyed for archaeological resources and was not included in the analysis of potential resources.

6.5 Mineral Resources

Introduction

This section describes the existing conditions of the mineral resources within and adjacent to the Policy Area. Information is based upon data provided by the City, data maintained by Sacramento County, and publications by the Department of Conservation, California Geological Survey (CGS, formerly Division of Mines and Geology) and Division of Oil, Gas, and Geothermal Resources (DOGGR).

Existing Conditions

Existing mineral extraction activities in and around Sacramento include fine (sand) and coarse (gravel) construction aggregates, as well as clay. Other mineral resources include gold. Construction aggregates come from two different sources: hardbed rock sources and river channel (alluvial) sources. Generally, sand, gravel, and clay are used as fill and for construction of highways and roads, streets, urban and suburban developments, canals, aqueducts, and pond linings.

The city of Sacramento had one permitted mining operation in the southeastern portion of the Policy Area; however, active mining has ceased at this location, which was owned and operated by Granite Land Company. The site has been redeveloped with an office/business park and a City park with recreation amenities. There is another mining operation (construction sand) located adjacent to the American River in the South Natomas Community Plan area. This site has not been issued a permit by the State, and the owner/operator has received several cease and desist letters from the City and State. There are 67 million tons of permitted aggregate resources in Sacramento County (California Geological Survey 2006).

One abandoned gas field is located within the boundaries of the Policy Area. A portion of the Florin Gas Field is within the city limits, but there is no active drilling, and all of the wells have been plugged and abandoned. There are no oil production areas within the Policy Area.

Mineral Resources

Historic mineral production in the region has included construction aggregate, kaolin clay, common clay, pumice, and gold. Construction aggregate consists of sand, gravel, and crushed stone. The placer gold deposits that occur in alluvial gravels in Sacramento County originated from hydrothermally emplaced gold-bearing lode quartz veins that formed during the Jurassic era in various Paleozoic and Mesozoic metamorphic and granitic rock types within the Sierran Foothills Belt (Curtis and others, 1958). Over the 150 million years since the gold was formed, the rising Sierra Nevada in combination with weathering processes eroded these lode gold-bearing rocks, and streams transported the placer gold downstream to where it was redeposited within alluvial gravels. These gold-bearing alluvial sediments gradually accumulated in the valley (Department of Conservation 1999). Mineral resources currently extracted in Sacramento County consist of primarily construction sand and gravel (USGS 2011).

According to CGS and Sacramento County records, the Sacramento Flood Control Agency has a borrow pit (fill material) in the northern part of the Policy Area, and Teichert Aggregates has sand and gravel sites within the Policy Area.

Mineral Resource Zones

The Surface Mining and Reclamation Act (SMARA) directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4). Of the four, the MRZ-2 classification is recognized in land use planning because the likelihood for occurrence of significant mineral deposits is high, and the classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society. Areas where mineral resources have been exhausted are classified and MRZ-5.

Details of the MRZ designations are as follows:

MRZ-1: Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.

MRZ-2a: Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Areas classified MRZ-2a contain discovered mineral deposits as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.

MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified MRZ-2b contain discovered mineral deposits that are either inferred reserves as determined by limited sample analysis, exposure, and past mining history, or are deposits that presently are sub-economic. Further exploration and/or changes in technology or economics could result in upgrading areas classified MRZ-2b to MRZ-2a.

MRZ-3a: Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration within these areas could result in the reclassification of specific localities as MRZ-2a or MRZ 2b.

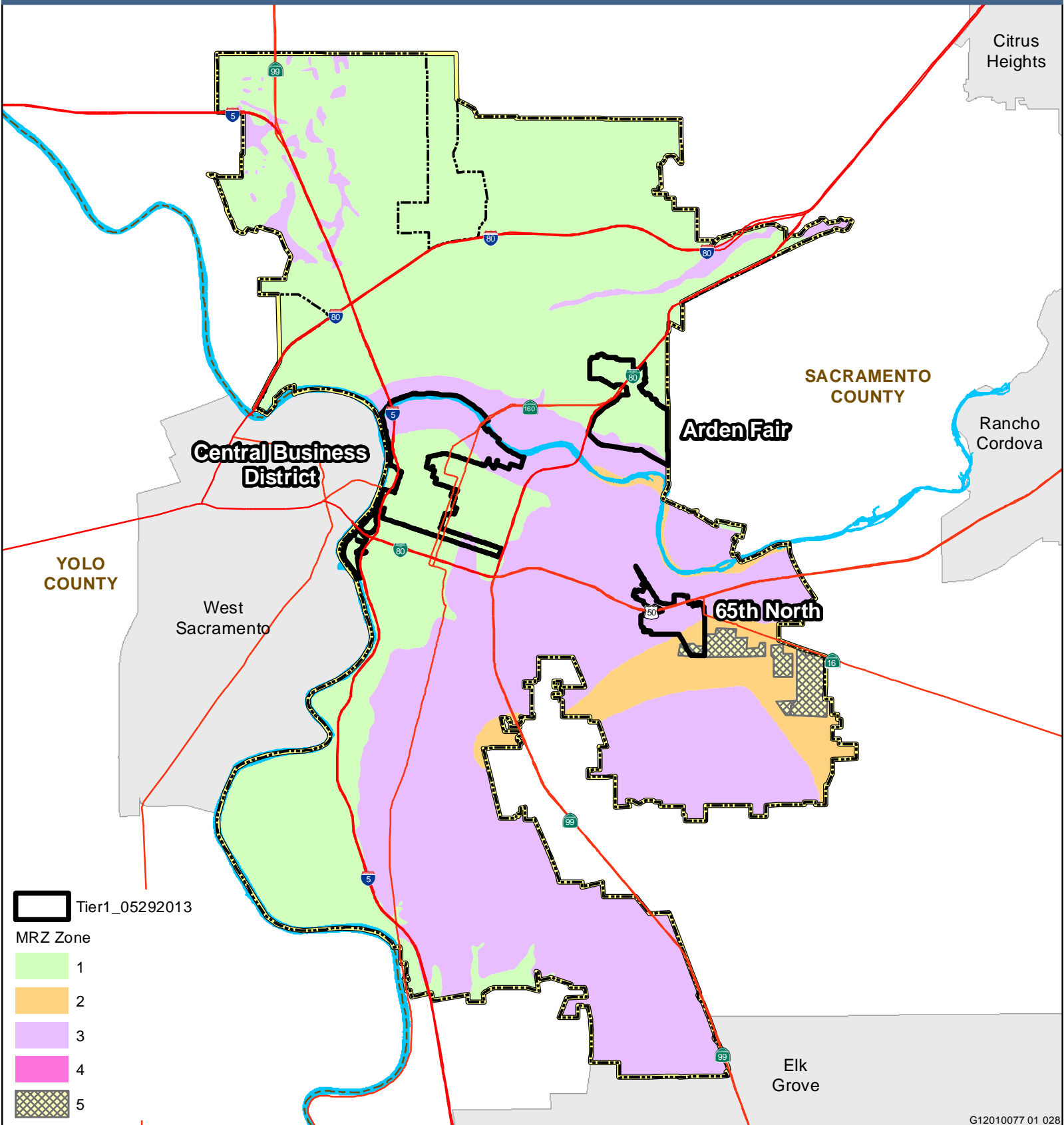
MRZ-3b: Areas containing inferred mineral occurrences of undetermined mineral resource significance. Land classified MRZ-3b represents areas in geologic settings that appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration could result in the reclassification of all or part of these areas as MRZ-3a or specific localities as MRZ-2a or MRZ-2b.

MRZ-4: Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.

MRZ-5: Areas mined out of portland cement concrete-grade aggregate material.

The distribution of the mineral resources in the Policy Area is shown in Figure 6-11. Areas classified MRZ-2 have been mapped by the CGS in the area between SR 99 and SR 16, in the southeastern portion of the Policy Area. The MRZ-2 area begins just east of Sacramento Executive Airport as a relatively narrow band extending northwest toward the American River.

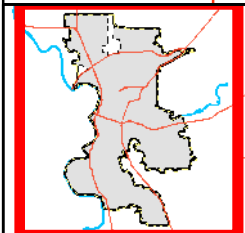
In the vicinity of Power Inn Road, the MRZ-2 area broadens substantially towards Bradshaw Road and beyond. In general, the area classified as MRZ-2 west of the Union Pacific Railroad is urbanized, so access to any deposits would be limited. Portions of the MRZ-2 area east of the railroad are less urbanized, and most of the former and current mining operations are located in that area. The majority of the central and southeastern portions of the Policy Area are MRZ-3. The western and northern portions of the Policy Area are primarily MRZ-1. MRZ-5 is located in the MRZ-2 area south of SR 16, where there have been historical mining operations. There is no MRZ-4 in the Policy Area.



Tier1_05292013

MRZ Zone

- 1
- 2
- 3
- 4
- 5



Legend

- Tier 1 Priority Investment Areas
- Highways
- Waterways
- City Limits
- Policy Area
- County Boundary



0 1 2 Miles

Data Source: City of Sacramento, 2012

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Oil and Gas Resources

Florin Gas Field

Florin Gas Field is located within the city of Sacramento and unincorporated Sacramento County, centered at approximately the corner of Power Inn Road and 53rd Avenue. Natural gas was extracted from the Florin Gas Field by Proctor and Gamble, Vendada National, TXO Production Corporation, and Union Oil Company. Production stopped in 1987 when the reserve was exhausted (City of Sacramento nd). Several land uses are located above the field, including residential, industrial, and commercial (including the former Army Depot), and parks (Danny Nunn Park) (CPUC 2009).

Sacramento Airport Gas Field

The Sacramento Airport Gas field covers an area of about 11 square miles centered under the Sacramento International Airport northwest of the Policy Area. Well data maintained by the California DOGGR indicate that while there are several wells in the Sacramento Airport Gas field, which generally extends from just north of Interstate 5 to the Sutter/Placer county line on north and east of the airport to the Sacramento River on the west, these wells are plugged and abandoned or are used for gas storage.

Regulatory Context

Federal

There are no Federal regulations applicable to mineral resources. Activities related to mining and mine reclamation are regulated by the State, as discussed below.

State

Surface Mining and Reclamation Act

As previously discussed, mining activities are regulated by SMARA (Public Resources Code Section 2710 et seq.). The purpose of this act is to create and maintain an effective and comprehensive surface mining and reclamation policy with regulation of surface mining operations so as to assure that: (1) adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition that is readily adaptable for alternative land uses; (2) the production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, wildlife, range and forage, and aesthetic enjoyment; and (3) residual hazards to the public health and safety are eliminated. These goals are achieved through land use planning by allowing a jurisdiction to balance the economic benefits of resource reclamation with the need to provide other land uses.

Section 2761 (a) and (b) and 2790 of the SMARA provides for a mineral lands inventory process termed classification-designation. The CGS and the State Mining and Geology Board (SMGB) are the State agencies responsible for administering this process. The primary objective of the process is to provide local agencies with information on the location, need, and importance of minerals within their respective jurisdictions. It is also the intent of this process, through the adoption of general plan mineral resource management policies, that this information be considered in future local land-use planning decisions (Public Resources Code Section 2762).

Public Resources Code Section 2762 directs that if a use is proposed that might threaten the potential recovery of minerals from an area that has been classified MRZ-2, the County (or City) must specify its reasons for permitting use, provide public notice of those reasons, and forward a copy of its statement of reasons to the State Geologist and SMGB.

California Code of Regulations

Mining operations and mine reclamation activities must be performed in accordance with laws and regulations adopted by the SMGB, which are contained in Section 3500 et seq. of Title 14 of the California Code of Regulations. The Office of Mine Reclamation in the State Department of Conservation oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation includes the DOGGR. The DOGGR is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation methods. The DOGGR is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Local

Sacramento City Code

Chapter 17.194 (Surface Mining and Reclamation). This chapter provides effective and comprehensive surface mining and reclamation policies and regulations to properly carry out the requirements of SMARA, and other applicable regulations to ensure that: adverse environmental and other effects of surface mining operations will be prevented or minimized and that the reclamation of mined lands will provide for the beneficial, sustainable, long-term productive use of the mined and reclaimed lands; and the production and conservation of minerals will be encouraged, while eliminating hazards to public health and safety and avoiding or minimizing adverse effects on the environment.

Findings

- The State Mining and Geology Board has defined an area within Policy Area as MRZ-2, which indicates the likelihood for occurrence of significant mineral deposits is high. In general, the area classified MRZ-2 west of the Union Pacific Railroad is urbanized, so access to any deposits would be limited. Portions of the MRZ-2 area east of the railroad are less urbanized, and most of the former and current mining operations are located in that area.
- Gas fields underlie the Policy Area, but there is no active drilling/production.

6.6 Air Quality

Introduction

This section describes the existing air quality conditions within the Policy Area, the regulatory agencies responsible for managing and improving air quality, and the laws and plans that have been adopted to improve air quality. Information for this section is based on data from the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the California Air Resources Board (ARB).

Existing Conditions

Regional and Local Climate

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

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

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

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

Stationary and Mobile Sources

Air pollutant emissions within the SVAB are generated by stationary, area-wide, and mobile sources. Stationary sources are usually subject to a permit to operate from the local air district, occur at specific identified locations, and are usually associated with manufacturing and industry. Examples

of major stationary sources include refineries, concrete batch plants, and can coating operations. Minor stationary sources include smaller-scale equipment such as diesel fueled emergency backup generators and natural gas boilers.

Area sources are emissions-generating activities that are distributed over an area and do not require permits to operate from any air agency. Examples of area sources include natural gas combustion for residential or commercial space and water heating, landscaping equipment such as lawn mowers, and consumer products such as barbecue lighter fluid and hairspray.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, trains, and construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the SVAB.

Ambient Air Quality Standards

Both the Federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare with a margin of safety. Applicable ambient air quality standards are identified below in Table 6-8.

The air pollutants for which Federal and State standards have been promulgated include ozone, nitrogen dioxide (NO₂), carbon monoxide (CO), suspended particulate matter, sulfur dioxide (SO₂), and lead. Each of these pollutants is briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes, undergo photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- NO₂ is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines.
- CO is a colorless, odorless gas produced by the incomplete combustion of fossil fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections, but the SVAB has not experienced a violation of ambient air quality standards for CO in 20 years (ARB 2013a).
- Respirable Particulate Matter (PM₁₀) and Fine Particulate Matter (PM_{2.5}) consist of extremely small, suspended particles 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter (e.g., pollen and windblown dust), occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.
- Lead in the atmosphere was primarily associated with combustion of leaded gasoline, which is no longer permitted for on-road motor vehicles. Lead is no longer a pollutant of concern in the SVAB.

Table 6-8 Summary of Ambient Air Quality Standards

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standards</i>	<i>National Standards</i>
Ozone	1-hour	0.09 ppm (180 µg/m ³)	–
	8-hour	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	–
	24-hour	50 µg/m ³	150 µg/m ³
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³
	24-hour	–	35 µg/m ³
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
	8-hour	9 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
	1-hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	–	0.030 ppm (80 µg/m ³)
	24-hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	3-hour	–	0.5 ppm (1300 µg/m ³) ¹
	1-hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)
Lead	30-day Average	1.5 µg/m ³	–
	Calendar Quarter	–	1.5 µg/m ³
	Rolling 3-Month Avg	–	0.15 µg/m ³
Sulfates	24-hour	25 µg/m ³	No National Standards
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m ³)	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 mi or more	

Notes: µg/m³ = micrograms per cubic meter; ppb = parts per billion; ppm = parts per million

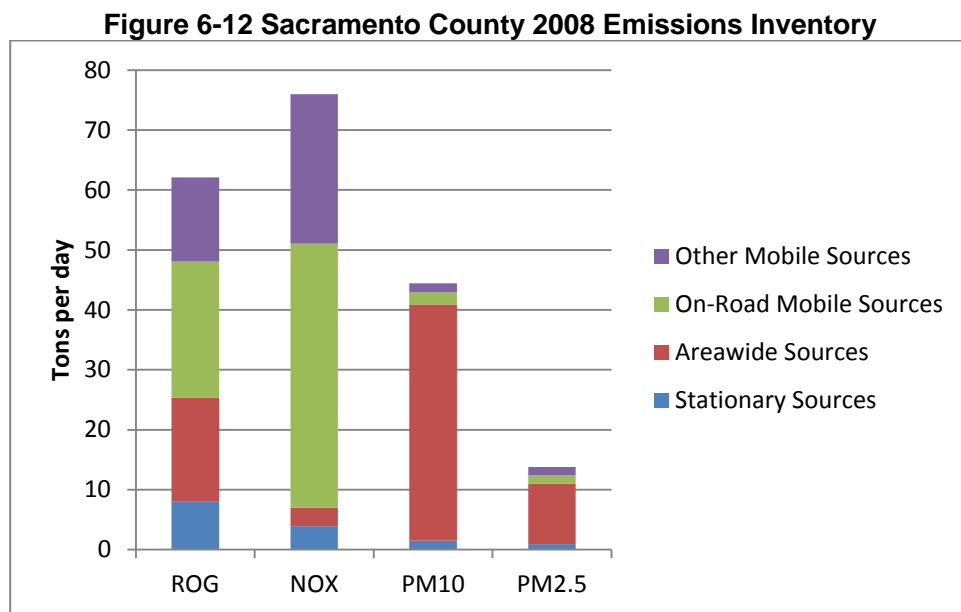
¹ Secondary Standard

Source: ARB 2012a

Regional Air Quality

Regionally, some portions of the SVAB have fewer air quality problems than others. Only a portion of the SVAB is in nonattainment for Federal ozone standards, and Sacramento County is the only county in the SVAB that has not yet been redesignated to attainment for the Federal PM10 standard. Regarding State standards, the entire SVAB is in nonattainment for ozone and PM standards.

Even though the SVAB does not attain certain standards, air quality has improved over time. Pollutant levels have decreased dramatically since the 1980s even with substantial region-wide population growth. The current emissions inventory for Sacramento County is summarized below in Figure 6-12. Mobile sources contribute the majority of ozone precursor emissions in Sacramento County, while areawide sources, such as dust entrained from vehicle travel on roadways and construction activities, compose the majority of PM emissions.



Source: ARB 2008.

Local Air Quality

The ARB collects ambient air quality data through a network of air monitoring stations throughout the state. There are seven monitoring stations in the County of Sacramento, but not all of the stations monitor for all criteria pollutants. There are two monitoring stations in the city of Sacramento. One station is located in the northern portion of Sacramento on Goldenland Court. A second is located downtown on T Street. Table 6-9 identifies the national and State ambient air quality standards for air pollutants for which Sacramento County is in nonattainment and lists the highest ambient pollutant concentrations that have been measured within the city through the period of 2009 to 2011. As shown, the Sacramento area has a recent history of Federal and State exceedances for the ozone and particulate matter standards. No other ambient air quality standards have been exceeded in Sacramento during the last three years.

Table 6-9 Summary of Ambient Air Quality Monitoring Data in Policy Area

Pollutant	Air Quality Standards	Year		
		2009	2010	2011
Ozone				
Maximum 1-hour concentration (State)	0.09 ppm	0.102	0.092	0.100
# of days exceeding State 1-hour standard.	n/a	3	0	1
Maximum 8-hour concentration. (State / national)	0.070 / 0.075 ppm	0.089	0.078	0.087
# of days exceeding State 8-hour standard.	n/a	13	2	5
# of days exceeding national 8-hour standard.	n/a	5	1	1
Respirable Particulate Matter (PM10)				
Maximum 24-hour concentration (State / national)	50 / 150 µg/m ³	50.7	53.9	67.0
# of days exceeding State standard	n/a	1	1	1
# of days exceeding national standard	n/a	0	0	0
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration measured (State)	35 µg/m ³	50.1	37.0	50.5
# of days exceeding national standard	n/a	1	0	6

Notes: µg/m³ = micrograms per cubic meter of air; ppm = parts by volume per million of air.
Measurements are from Sacramento-Goldenland Court and T Street monitoring stations, whichever is higher.
Source: ARB 2013a.

Toxic Air Contaminant Emissions

Toxic air contaminants (TACs) are airborne substances that, even in small quantities, are capable of causing chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria air pollutants discussed previously in that ambient air quality standards have not been established for them. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality (ARB 2009), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Based on receptor modeling techniques, ARB estimated diesel PM health risk to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52%. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (ARB 2009).diesel engines.

Sensitive Receptors

As discussed previously, the Federal and State ambient air quality standards have been set at levels to protect the most sensitive persons from illness or discomfort with a margin of safety. Air pollution regulatory agencies typically define sensitive receptors to include residences, schools, playgrounds, child care centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present in the Policy Area.

Land Use Planning and Air Quality

Land use patterns and density of development affect the amount of air pollutants that are generated by communities. Land uses that are segregated and lower density development dispersed throughout a community increase the number and length of motor vehicle trips and associated air pollutant emissions, because opportunities to walk, ride bicycles, and use public transit between homes, jobs, and shopping are reduced. Higher density communities that mix residential uses with commercial, business, and employment uses, can reduce the population's reliance on motor vehicle travel and the distance of any necessary vehicle trips. Increasing density can also result in the siting of sensitive receptors in closer proximity to urban sources of air pollutant emissions, such as high-volume roadways. ARB's Air Quality and Land Use Handbook: A Community Health Perspective (ARB 2005) provides guidance concerning land use compatibility with TAC emission sources. While not a law or adopted policy, the handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. Intensity refers to the strength of the odor, which is a function of concentration.

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Regulatory Context

Air quality within the Policy Area is regulated through the efforts of various Federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, planning, policy-making, education, and a variety of other programs. The agencies responsible for improving the air quality within the air basins are discussed below.

Federal

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (US EPA) is the Federal agency responsible for setting and enforcing the Federal ambient air quality standards for atmospheric pollutants. The US EPA regulates emission sources that are under the exclusive authority of the Federal government, such as aircraft, ships, and certain locomotives.

As part of its enforcement responsibilities, US EPA requires each state with areas that do not meet Federal air quality standards to prepare and submit a State Implementation Plan (SIP) that describes a strategy for the means to attain these standards. The SIP must integrate Federal, State, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs.

State

California Air Resources Board

The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both Federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The ARB also has primary responsibility for the development of California's SIP, for which it works closely with the Federal government and the local air districts.

Regional

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members in addition to the City and County of Sacramento include the counties of El Dorado, Placer, Sutter, Yolo, and Yuba, and 22 cities within these counties.

SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

SACOG must also ensure that their transportation plans do not conflict with any SMAQMD air quality plans. This is known as making a "finding of conformity". Consequently, SACOG's long-range transportation plans must show that they will not create traffic increases that would cause vehicle emissions that would exceed the motor vehicle emission budget (MVEB) set by the SMAQMD in their most recent plan. If SACOG's plan does not meet the conformity criteria, a "conformity lapse" could occur where Federal funding for transportation projects is restricted.

SACOG Regional Transportation Plan/Sustainable Communities Strategy. SACOG recently completed an update to the Regional Transportation Plan is an effort to guide land use and transportation decisions over the next 20 years. This effort recognizes the linkage between growth and air quality, and also addressed greenhouse gas emissions, discussed further in Section 6.7 Greenhouse Gas and Climate Change.

Sacramento Metropolitan Air Quality Management District

Criteria Air Pollutants. The SMAQMD is the primary agency responsible for planning to meet Federal and State ambient air quality standards in Sacramento County. The SMAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the SIP for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the Federal Clean Air Act requirements to attain and maintain the Federal ozone standard. The most recent ozone plan adopted in the Sacramento region is the 1994 Sacramento Area Regional Ozone Attainment Plan. This Plan was produced to develop a strategy to attain the Federal one-hour ozone standard. This one-hour standard has since been replaced with an eight-hour standard. The Sacramento Region has been designated as a "severe" 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019.

The SMAQMD also enforces air quality regulations, educates the public about air quality, and implements a number of programs to provide incentives for the replacement or retrofit of older diesel engines and to influence land use development in Sacramento County.

The SMAQMD's Sacramento Area Regional Ozone Attainment Plan also commits to obtaining one ton per year of ROG reductions and one ton per year of NOX reductions from Land Use and Transportation Control Measures. The plan lists land use mitigation and transit-oriented development as examples of the types of programs that the SMAQMD will use to reach their one ton goal. The SMAQMD does not develop specific rules to implement these programs, but instead does so mostly through the CEQA process. The SMAQMD has developed a set of guidelines (most recently revised in 2009) for use by lead agencies when preparing environmental documents. The guidelines contain thresholds of significance for criteria pollutants and TACs, and also make recommendations for conducting air quality analyses. Once the SMAQMD guidelines have been consulted and the air quality impacts of a project have been assessed, the lead agency's analysis undergoes a review by the SMAQMD. The SMAQMD submits comments and suggestions to the lead agency for incorporation into the environmental document.

Toxic Air Contaminants. As stated above, ARB's Land Use Handbook recommends that sensitive land uses be set back from major roadways in order to minimize their exposure to diesel PM. SMAQMD developed its Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways (Roadway Protocol) to provide decision makers with a methodology to make informed land use decisions on siting new residential projects and other sensitive land uses in proximity to a freeway or major roadway. The Roadway Protocol provides screening-level guidance on situations where SMAQMD recommends a health risk assessment (HRA) be performed to evaluate risk associated with siting sensitive land uses within specified distances from major roadways in the Sacramento region (SMAQMD 2011).

Odors. Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and SMAQMD. SMAQMD's Rule 402 (Nuisance) regulates odorous emissions.

Local

City of Sacramento

City of Sacramento Climate Action Plan. The City's Climate Action Plan (CAP) was adopted in February 2012 pursuant to General Plan Policy ER 6.1.7. The City's CAP, discussed further in Section 6.7 Greenhouse Gas and Climate Change, presents a set of strategies that will achieve a community-wide GHG reduction goal. Many of these strategies will have environmental co-benefits including improving air quality.

Findings

- Air quality in the city of Sacramento has steadily improved over the last two decades. However, the City and County of Sacramento still do not attain certain State and Federal air quality standards. Future population growth will make attaining these standards challenging; meteorology and topography in the Sacramento region adds to this challenge.
- Regional efforts, as well as policies adopted by the City of Sacramento, indicate that there is acknowledgement of the linkage between land use, transportation and air quality.
- Mobile sources compose the majority of ozone precursors in the plan area, while area sources compose the majority of PM emissions.
- Diesel PM, emitted by diesel engines, is considered by ARB to be the primary TAC of concern in the Plan area. High-volume roadways are a source of TACs (primarily, diesel PM) and ARB recommends sensitive land uses be set back a minimum distance of 500 feet from such roadways.

6.7 Greenhouse Gas and Climate Change

Introduction

This chapter provides a summary of applicable regulations; a discussion of existing climate conditions, climate change science, and greenhouse gas (GHG) emissions sources in California and in the city; and a description of potential effects of climate change on the city; and the potential for the city to adapt to climate change effects. GHG emissions have the potential to adversely affect the environment because they contribute to global climate change. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; to affect rain and snow fall, leading to changes in water supply and increase frequency and severity of flood events; increase the frequency and severity of extreme heat events, threatening air quality and public health; and to affect habitat, leading to adverse effects on biological and other resources.

Existing Conditions

Climate is the accumulation of daily and seasonal weather events over a long period of time, whereas weather is defined as the condition of the atmosphere at any particular time and place. The climate of the Policy Area is characterized as Mediterranean, which is strongly influenced by the Pacific

Ocean and characterized by hot, dry summers and mild, rainy winters. Throughout the year, daily temperatures may range 20 degrees Fahrenheit (°F) with summer highs often exceeding 100°F and winter lows near freezing. Average annual rainfall is about 20 inches and snowfall is very rare.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. . Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. Without the greenhouse effect, Earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), among others. Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change of the past 50 years can be explained without the contribution from human activities (IPCC 2007).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 54 percent is sequestered through ocean uptake, uptake by northern hemisphere forest regrowth, and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO₂ emissions remains stored in the atmosphere (Seinfeld and Pandis 1998).

State

Increased emissions of GHGs that contribute to global climate change are attributable in large part to human activities over the last 150 years associated with the transportation, industrial/manufacturing, utility, residential, commercial and agricultural sectors (ARB 2011a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB 2011b). California produced 478 million gross metric tons of carbon dioxide equivalent (CO₂e) in 2008 (ARB 2011a).

Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2008, accounting for 37 percent of total GHG emissions in the state (ARB 2011a). This sector was followed by the electric power sector (including both in-state and out-of-state sources) (24 percent) and the industrial sector (19 percent) (ARB 2011a). California GHG emissions inventory and projections are summarized in Table 6-10 below.

Table 6-10 California Greenhouse Gas Emissions Inventory and Projections

<i>Emissions Sector</i>	<i>MMT CO₂e/yr</i>				
	<i>1990</i>	<i>2000</i>	<i>2005</i>	<i>2008</i>	<i>2020</i>
Electrical Generation ¹	110.6	103.9	111.0	116.4	110.4
Residential/Commercial	44.1	42.9	40.8	43.1	45.3
Transportation	150.7	171.1	184.3	175.0	183.9
Industrial	103.0	97.3	90.7	92.7	91.5
High GWP	- ²	11.0	14.2	15.7	37.9
Agriculture	23.4	25.4	29.0	28.1	29.1
Waste Management	- ²	6.2	6.5	6.7	8.5
Forestry	0.2	0.2	0.2	0.2	0.2
Gross Total Emissions³	433	458.0	476.7	477.7	506.8
Carbon Sequestration	-6.7	-4.7	-4.2	-4.0	0.0
Net Emissions³	427	453.3	472.6	473.8	506.8

Notes: GWP = global warming potential; MMT CO₂e/yr = million metric tons carbon dioxide equivalent per year.

1 Includes in-state-generated and imported electricity production.

2 Contained within Industrial Sector emissions.

3 Totals may not sum exactly due to rounding.

Source: ARB 2007:6, 2010, 2011a.

Regional and Local

Sacramento County

The County of Sacramento completed a regional GHG emissions inventory in 2009. The results of the regional inventory are summarized below in Table 6-11.

Table 6-11 Sacramento County Greenhouse Gas Emissions Inventory

<i>Emissions Sector</i>	<i>2005 (MT CO₂e/yr)</i>	<i>Percent of Total</i>
Residential Energy	2,439,527	17.5%
Commercial and Industrial Energy	2,231,168	16.0%
Industrial Process	41,369	0.3%
On-road Transportation	6,731,929	48.3%
Off-road Vehicles and Equipment	584,090	4.2%
Solid Waste	743,232	5.3%
Wastewater Treatment	134,354	1.0%
Water Supply	63,667	0.5%
Agriculture	203,723	1.5%
High GWP GHGs	565,076	4.1%
Sacramento International Airport	200,404	1.4%
Total Sacramento County Emissions	13,938,537	100%

Notes: GHG = greenhouse gas; GWP = global warming potential; MT CO₂e/yr = metric tons carbon dioxide equivalent per year.

Source: Sacramento County 2009.

City of Sacramento

The City of Sacramento adopted a Climate Action Plan (CAP) in February 2012. The results of the GHG emissions inventory and future year projections by emission sector are summarized in Table 6-12 below. Similar to the State and County emissions profiles, transportation is the largest GHG emissions sector in the city. Transportation composes 45 percent of the city's GHG emissions. The relative contribution of each emissions sector is summarized in Figure 6-12.

The projected annual GHG emissions in 2020, 2030 and 2050 are consistent with planned growth in population and employment assumed in the 2030 General Plan. These projections are considered "business-as-usual" estimates because they do not assume any local or statewide actions to reduce GHG emissions.

Table 6-12 City of Sacramento Greenhouse Gas Emissions Inventory and Projections

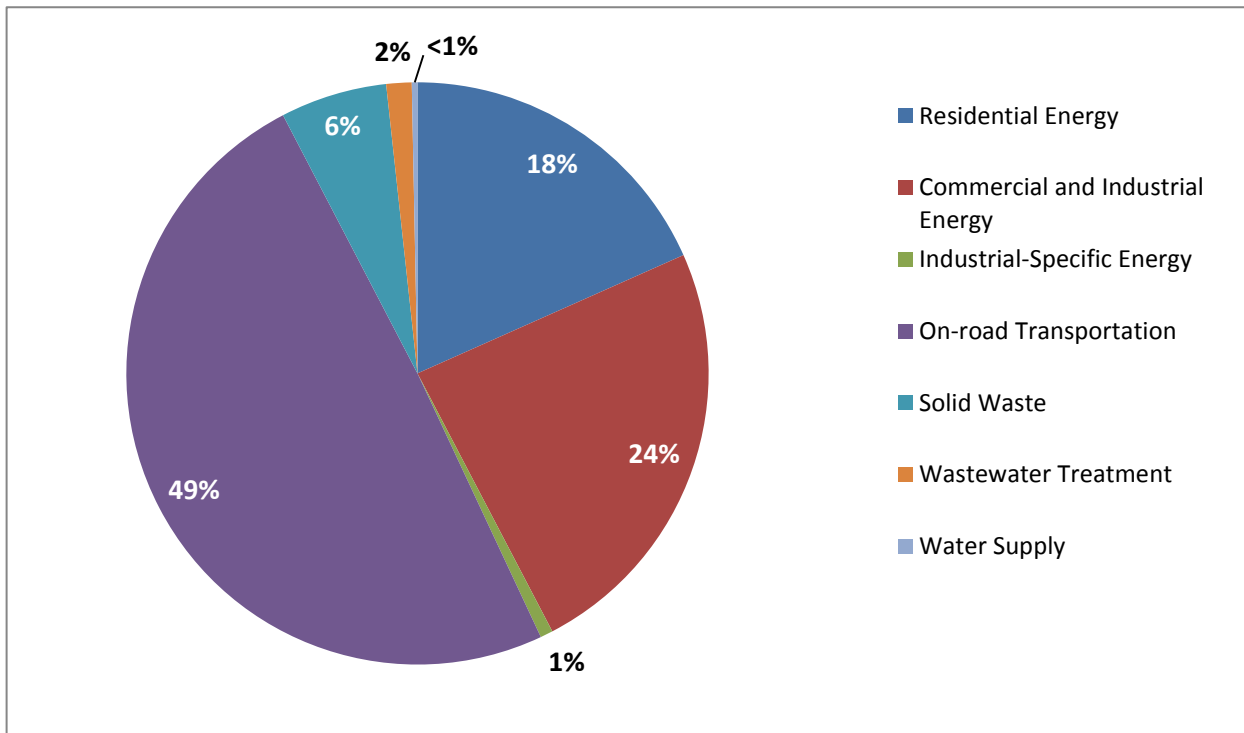
<i>Emissions Sector</i>	<i>(MT CO₂e/yr)</i>			
	<i>2005</i>	<i>2020</i>	<i>2030</i>	<i>2050</i>
Residential Energy	748,792	993,900	1,157,307	1,484,125
Commercial and Industrial Energy ¹	979,777	1,243,593	1,419,470	1,771,224
Industrial-Specific Energy	28,656	32,789	35,544	41,054
On-road Transportation	2,013,962	2,193,916	2,313,886	2,553,825
Solid Waste	241,862	285,143	313,248	378,605
Wastewater Treatment	57,380	70,579	80,306	97,307
Water Supply	12,810	15,757	17,928	21,724
Total City of Sacramento Emissions	4,083,239	4,835,677	5,337,689	6,347,864

Notes: GHG = greenhouse gas; GWP = global warming potential; MT CO₂e/yr = metric tons carbon dioxide equivalent per year.

¹ Some utility customers may choose not to disclose their energy consumption information. In these cases where a customer elects to keep this information confidential, its consumption data is aggregated into the Commercial/Industrial Energy sector. The Industrial Specific Energy sector represents energy consumed by industrial buildings where the customer did not choose to keep its consumption information confidential.

Source: City of Sacramento 2012

Figure 6-13 City of Sacramento 2005 Greenhouse Gas Emissions Sectors



Source: City of Sacramento 2012

Climate Change Adaptation

A minimum level of climate change is expected to occur despite the City's efforts to mitigate GHG emissions. According to Cal-Adapt, a climate change scenario planning tool developed by California Energy Commission, average temperatures in the Sacramento region are projected to rise between four and six degrees by 2100, based on low and high emissions scenarios, respectively (Cal-Adapt 2013). Cal-Adapt uses a method to downscale global climate model data to local and regional resolution under two emissions scenarios; the A-2 scenario represents a business-as-usual future emissions scenario, and the B-1 scenario represents a lower GHG emissions future.

The increase in average temperature is expected to have the following effects:

- **Sea level rise.** Rising sea levels are expected due to temperature increases that cause ocean water to expand, Arctic and glacial ice to melt, and increased amounts of snowpack runoff to enter the sea. California's ocean surface temperature patterns have been warmer than normal for the past decade, a condition known as Pacific Decadal Oscillation. California sea level appears to have risen by about seven inches over the 20th century and is predicted to rise up to 55 inches by the end of the 21st century. Sacramento's location (70 miles inland coast) limits the most significant effects from sea level rise. However, rising sea levels may lead to levee failures in the Delta causing infrastructure damage, flooding, and saltwater intrusion into groundwater aquifers that may affect Sacramento region groundwater sources. It is also possible that sea level rise could reduce the effectiveness of Delta and nearby Delta levees, or increase flood levels in tidally affected reaches of the Sacramento

River, if storm flow and tide conditions coincide. An influx of saltwater would degrade California's inland estuaries, wetlands, and groundwater aquifers. Saltwater intrusion could threaten the quality and reliability of California's biggest fresh water supply that is pumped from the southern edge of the Sacramento/San Joaquin River Delta (City of Sacramento 2011).

- **Changes to precipitation patterns.** Precipitation levels are difficult to predict compared to other indicators of climate change. Annual rain and snowfall patterns vary widely from year to year, especially in California. Generally, higher temperatures increase evaporation and decrease snowfall, resulting in a drier climate. A majority of scientific models have shown that northern California precipitation is expected to decrease after 2030. But, more precipitation is expected to fall as rain rather than as snow. According to DWR, the Sacramento region has actually seen an increase in annual precipitation of about one inch over the last century. DWR research from 1901 to 2000 shows that the Sacramento River system runoff volume has remained stable on an annual basis, but there has been a 9 percent reduction in runoff from April through July. This is likely the result of increased winter rainfall and less snowpack storage. DWR anticipates that over the next century the Sacramento region will likely experience a slight increase in annual precipitation, with larger and more intense storms resulting in flood conditions, and longer drought periods. However, according to Cal-Adapt, the Sacramento region is projected to experience a slight decrease in annual precipitation levels (rain and snow) by 2090. It is expected that there will be less snowfall in the Sierra Nevada and the elevations at which snow falls will rise. Coincidentally, there will be less snowpack water storage to supply runoff water in the warmer months. Already it has been documented that California's snow line is rising (City of Sacramento 2011).
- **Increased frequency of extreme events such as heat waves, drought, and storm events.** Extreme heat waves are expected to increase in number by ten times in the Sacramento region and could become an annual event by 2100. Sacramento could experience up to 100 additional days per year with temperatures above 95°F and by 2090, the average July temperature could reach over 104°F. Changes to air and land temperatures will have an impact on the timing, amount, type, and location of precipitation and runoff in the Sacramento and American Rivers watersheds. This will impact the quantity of water supplies, the management of those quantities, the quality of the source water, and the demand for treated drinking water. DWR has identified anticipated changes to the source water conditions in the watershed that will likely impact the quality of the source waters, including more intense storm events, longer drought periods, reduced snowpack at lower elevations, and earlier spring runoff. Extreme weather is expected to become more common throughout California. More extreme storm events are expected to increase water runoff to streams and rivers during the winter months, heightening flood risks. (City of Sacramento 2011).

These changes to the climate and landscape of California are expected to affect the following resource areas in the Policy Area:

- **Reduced water supply and water quality:** Modeling for the Central Valley Project indicates that there are likely to be significant shortages of water in drought years in North of the Delta operations (City of Sacramento 2011).
- **Increased frequency of poor air quality days:** Higher temperatures and increased ultraviolet radiation from climate change are expected to facilitate the chemical formation of more secondary air pollutants from ground-level sources. Conversely decreased precipitation is expected to reduce the amount of particulates cleansed from the air. Incidents of wildfires in nearby foothills and mountain regions are expected to increase and further contribute to the air quality problems (City of Sacramento 2011).
- **Increased energy demand:** Increasing average temperatures and more prolonged, intense heat waves are expected to increase demand for energy (i.e., to operate air conditioners). While winter temperatures will be higher on average, the reduced use of energy for heating is not expected to compensate for the increased energy demand for cooling. Overall energy demand could increase 6 percent by 2020 and electricity demand by residential dwellings could increase by up to 55 percent by 2100. Supply of electricity may also be affected due to loss of hydroelectric power production from decreased snowpack/earlier snow melt, changes to precipitation patterns, and lower reservoir levels (City of Sacramento 2011).
- **Impacts to biological resources:** Habitats that currently support local wildlife are expected to change, forcing plants and animals to either adapt to the new environment or move to more hospitable areas. Some species will be able to adapt to changing habitats by shifting their range or altitudes in order to adjust to rising temperatures. Others, however, might not be able to adapt fast enough to keep pace with the rate of climate change. For some species, climate change may allow them to increase the range of habitat where they can live; however, where plants and animals need to move to survive they may find wildlife corridors blocked or competition from other species (City of Sacramento 2011).
- **Increased risk of flood events:** Warmer ocean surface temperatures have caused warmer and wetter conditions in the Sierra Nevada, increasing flood risk. When the Sacramento or American Rivers are already at peak capacity, additional flows from increased snowpack runoff or storm intensity could cause flooding. During the last 50 years peak flow patterns have increased in the Sacramento River, making floods more likely in the future, especially if there is an increase in intense storms (City of Sacramento 2011)

Regulatory Context

This section summarizes the current and relevant Federal, State, and local regulatory programs, plans, and policies that apply to GHG emissions and land use planning.

Federal

Supreme Court Ruling

The U.S. Environmental Protection Agency (US EPA) is the Federal agency responsible for implementing the Federal Clean Air Act (CAA). The Supreme Court of the United States ruled on April 2, 2007 that CO₂ is an air pollutant as defined under the CAA, and that US EPA has the authority to regulate emissions of GHGs.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, US EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are subject to this final rule.

Greenhouse Gas Permitting Requirements on Large Industrial Facilities

On May 13, 2010, USEPA issued the Prevention of Significant Deterioration and Title V Greenhouse Gas Tailor Rule (US EPA 2013). This final rule sets thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

Endangerment and Cause or Contribute Findings

On December 7, 2009, US EPA adopted its Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CAA (Endangerment Finding). The Administrator (of US EPA) found that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CAA. The evidence supporting this finding consists of human activity resulting in “high atmospheric levels” of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wild fires, droughts, sea level rise, higher-intensity storms) are a threat to the public health and welfare. Therefore, GHGs were found to endanger the public health and welfare of current and future generations. The 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. US EPA’s final findings respond to the 2007 U.S. Supreme Court decision that GHGs fit within the CAA definition of air pollutants.

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

On August 28, 2012 US EPA and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) issued joint Final Rules for Corporate Average Fuel Economy (CAFE) standards for vehicle model years 2017 and beyond (NHTSA 2012). These first-ever national GHG emissions standards will increase fuel economy to the equivalent of 54.5 miles per gallon for cars and light-duty trucks by model year 2025. US EPA approved these standards under the CAA, and NHTSA approved them under the Energy Policy and Conservation Act.

Climate Change Adaptation

Activities are already underway across the Federal government to build adaptive capacity and increase resilience to climate change. These activities include efforts to improve understanding of climate science and impacts, to incorporate climate change considerations into policies and practices, and to strengthen technical support and capacity for adaptation decision making. Some efforts are large collaborative undertakings involving Federal and non-Federal partners while others are smaller and at the program-level. The Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), makes recommendations to President Obama for how Federal Agency policies and programs can better prepare the United States to respond to the impacts of climate change (CEQ 2013).

State

The California Air Resources Board (ARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988. Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea level. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. This Executive Order is binding only on State agencies, and has no force of law for local governments; however, the signing of S-3-05 sent a clear signal to the California Legislature about the framework and content for legislation to reduce GHG emissions.

Assembly Bill 32, The California Global Warming Solutions Action of 2006

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs the ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Assembly Bill 32 Climate Change Scoping Plan

In December 2008, ARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) CO₂e, or approximately 22 percent from the state's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario (this is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions). ARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection takes into account the economic downturn that occurred in 2008 (ARB 2011b). The Scoping Plan reapproved by ARB in August 2011 includes the Final Supplement to the Scoping Plan Functional Equivalent Document (FED), which further examined various alternatives to Scoping Plan measures. The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. ARB estimates the largest reductions in GHG emissions to be achieved by implementing the following measures and standards (ARB 2011b):

- improved emissions standards for light-duty vehicles (26.1 MMT CO₂e),
- the Low-Carbon Fuel Standard (LCFS) (15.0 MMT CO₂e),
- energy efficiency measures in buildings and appliances (11.9 MMT CO₂e), and
- a renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e).

In 2011, ARB adopted the cap-and-trade regulation. The cap-and-trade program covers major sources of GHG emissions in the state such as refineries, power plants, industrial facilities, and transportation fuels. The cap-and-trade program includes an enforceable emissions cap that will decline over time. The State distributes allowances, which are tradable permits, equal to the emissions allowed under the cap. Sources under the cap are required to surrender allowances and offsets equal to their emissions at the end of each compliance period. With regard to land use planning, the Scoping Plan expects that reductions of approximately 3.0 MMT CO₂e will be achieved through implementation of Senate Bill (SB) 375, which is discussed further below (ARB 2011b).

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 Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). The Sacramento Area Council of Governments (SACOG) is responsible for developing and SCS that includes the City of Sacramento and the Study Area. ARB, in consultation with MPOs, provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. SACOG's GHG reduction targets are 7 percent below 2005 per-capita GHG emissions levels by 2020 and 16 percent by 2035 (ARB 2012). SACOG adopted its RTP/SCS in 2012 and demonstrated that it would meet its SB 375 targets.

Senate Bill 97

As directed by SB 97, the California Natural Resources Agency adopted Amendments to the CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

CEQA allows lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, or as part of a separate plan to reduce GHG emissions (e.g., a climate action plan) to reduce GHG emissions (CEQA Guidelines Section 15183.5).

SB 1078 Renewable Electricity Standard

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008 Governor Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewable Electricity Standard to 33 percent renewable power by 2020.

Executive Order S-1-07, Low-Carbon Fuel Standard

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at over 40 percent of statewide emissions. It establishes a goal that the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10 percent by 2020. This order also directed ARB to determine if this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early action measure after meeting the mandates in AB 32. ARB adopted the LCFS on April 23, 2009.

Advanced Clean Cars Program

In January 2012, ARB approved a new emissions-control program for model years 2017 through 2025 of passenger vehicles and light-duty trucks that addresses emissions from passenger vehicles and light-duty trucks. In addition to establishing more stringent emission standards for both GHGs and criteria air pollutants (and precursors), the program increases requirements of manufacturers to produce more Zero Emission Vehicles, including battery electric vehicles, hydrogen fuel cell vehicles, and plug-in hybrid electric vehicles. The program also includes a Clean Fuels Outlet regulation that helps make sure that fuels such as electricity and hydrogen are available to meet the fueling needs of the new advanced technology vehicles as they come to market. More specifically, it requires major refiners/importers of gasoline to develop hydrogen fueling stations to meet demand for hydrogen fuel (ARB 2013).

California Building Codes, Title 24

Title 24 of the California Code of Regulations (CCR) regulates how each new home and business is built or altered in California. It includes requirements for the structural, plumbing, electrical, and mechanical systems of buildings, and for fire and life safety, energy conservation, green design, and accessibility in and about buildings. CCR Title 24 are statewide codes and standards that must be enforced by local agencies through the construction application process.

The California Green Building Standards Code, or CalGreen, became a mandatory code beginning January 1, 2011. The code takes a holistic approach to green building by including minimum requirements in the areas of planning and design, energy efficiency, water efficiency and

conservation, material conservation and resource efficiency, and environmental quality. The CalGreen code has minimum mandatory standards and two additional tiers of voluntary measures intended to achieve greater levels of efficiency that result in lower levels of GHG emissions. Local governments must enforce the minimum standards and can choose to adopt either Tier 1 or Tier 2 standards to achieve greater positive environmental impacts. The City's CAP requires that new buildings meet Tier 1 standards beginning in 2014 and includes some requirements and incentives for existing buildings to meet Tier 1 standards when undergoing renovation.

California Climate Adaptation Strategy

In 2009, California adopted a statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: public health; biodiversity and habitat; oceans and coastal resources; water; agriculture; forestry; and transportation and energy. The 2009 CAS was the first of its kind in the usage of downscaled climate models to more accurately assess statewide climate impacts as a basis for providing guidance for establishing actions that prepare, prevent, and respond to the effects of climate change (CNRA 2009). The CNRA, in coordination with the California Emergency Management Agency, prepared the California Adaptation Planning Guide in 2012, which includes planning guidance and support for communities vulnerable to climate change (CNRA 2012).

Regional

Sacramento Area Council of Governments

As discussed above under SB 375, SACOG recently completed an update to the RTP/SCS, which will guide land use and transportation decisions over the next 20 years. The SCS demonstrates a plan to achieve ARB-issued mobile-source per-capita GHG reduction targets of 7 percent below 2005 levels by 2020 and 16 percent by 2035 for automobiles and light-duty trucks.

Sacramento Metropolitan Air Quality Management District

SMAQMD adopted its CEQA Air Quality Handbook in 2009 that includes guidance for evaluation of GHG emissions attributable to projects. Projects that will be developed in the city pursuant to the General Plan Update may be subject to these guidelines. SMAQMD encourages local governments to adopt a qualified GHG reduction plan that is consistent with AB 32 goals, such as the City's CAP. If a project is consistent with an adopted qualified GHG reduction plan, it can be presumed that the project will not have significant GHG emission impacts. This approach is consistent with the State CEQA Guidelines, Section 15183.5.

As described above in the Federal regulatory setting, facilities with the potential to emit GHGs above a certain level would be required to comply with enforceable limits on GHG emissions in order to obtain an applicable Federal Operating Permit and meet New Source Review PSD requirements under the Clean Air Act.

Local

City of Sacramento

Sacramento Climate Action Plan. Adopted in February 2012, the City's CAP identifies strategies to guide the development and implementation of locally-focused GHG reduction measures and quantifies the associated emissions reductions. The CAP also identifies actions and policies the City has already implemented as part of its existing general plan that result in GHG efficiency or GHG

emission reductions. In addition, it includes adaptation measures to improve the City's ability to address the potential impacts that climate change may have on the city and its residents. The CAP identifies a GHG reduction target of 15 percent below base year (2005) GHG emissions by year 2020. This target can also be expressed as a 28 percent reduction below projected 2020 "business as usual" GHG emission levels, which takes into account emission reductions in both existing and new development assumed in the 2030 General Plan. The CAP fulfilled the criteria identified in the above implementation measure, and during this general plan update, will be integrated into the General Plan. During the CAP integration process, refinement of individual policies and strategies may occur. For a complete list of Climate Change Adaptation-related supporting actions, see Chapter 4, Strategy 6 of the CAP (City of Sacramento 2012:4-69).

Findings

- The major source of GHG emissions in the City is transportation, followed by energy consumption in buildings. These sources constitute the majority of GHG emissions from community-wide activities.
- Without the City's CAP (i.e., under a "business-as-usual" scenario), community-wide GHG emissions are anticipated to increase by about 18 percent by 2020, and by about 31 percent by 2030 associated with growth anticipated under the existing general plan.
- The City adopted a GHG reduction target of 15 percent below 2005 baseline emission levels by year 2020. The City's CAP identifies GHG reduction strategies that would achieve this target through emission reductions in the following sectors: Energy, Transportation, Water Consumption, Wastewater Treatment, and Solid Waste.
- State regulations related to Advanced Clean Cars, Renewable Portfolio Standards, California Green Building Code Standards, and the Sustainable Communities Strategy will also result in GHG emission reductions in both existing and future development.
- The City's population, resources, and economy are vulnerable to climate change impacts, particularly flooding, extreme heat, and water supply. The CAP includes strategies to address climate change adaptation.

6.8 Scenic Resources

Introduction

This section describes the existing scenic character of the Policy Area. Scenic resources include a variety of natural and built elements that serve as visual landmarks defining the important scenic qualities of the community. This section is based on field surveys and reviews of the City of Sacramento's Design Review Guidelines, as well as State and Federal scenic resources legislation.

Overview of Scenic Resources

Scenic resources are an important component of the quality of life of any geographic area. As users experience a place, their primary sensory interaction with that place is visual in nature. A wide variety of shapes, colors, and textures form the important scenic qualities of the city of Sacramento, including structures, roadways and waterways, and vegetation.

Most communities identify scenic resources as an important asset, although what is considered "scenic" may vary according to environmental setting. Scenic resources can include natural open spaces, topographic formations, and landscapes (such as oak woodlands, lakes, rivers, and streams). These are resources that can be maintained and enhanced to promote a positive image over time. Scenic resources can also include urban open spaces and the built environment, including historical areas. "Viewsheds" constitute the range of vision in which scenic resources may be observed. They are defined by physical features that frame the boundaries or context to one or more scenic resources. "Aesthetic value" refers to the perception of the natural beauty of an area, as well as the elements that create or enhance its visual quality. While aesthetic value is subjective, it is typically included as a criterion for evaluating those elements that contribute to the quality that distinguishes an area.

A sensitive receptor is an individual that is especially sensitive to changes in aesthetic qualities (including changes in lighting, shadows, or surrounding visual character). Uses that accommodate sensitive receptors in the Policy Area include residential, recreational, and park uses. In general, users of public areas such as parks and trails are considered sensitive receptors to visual resources. There are over 200 parks, and over almost 90 miles of walking/jogging trails, and bicycle trails located throughout the Policy Area.

Light and Glare

Light levels are measured in foot candles (1 lumen of light per square foot). Table 6-13 lists typical ambient illumination levels for exterior and interior lighting. Street light can be as much as 80 times as bright as ambient moonlight. Light that falls beyond the intended area is referred to as light trespass. Types of light trespass include spill light and glare. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spill light and glare, waste energy, and if designed incorrectly, could be considered unattractive. Spill light can adversely affect light sensitive uses, such as residential neighborhoods at nighttime, and dissipates with increased distance from the source.

Table 6-13 Typical Illumination Levels in Foot-Candles

<i>Light Source</i>	<i>Foot-Candles</i>
Starlight	0.0001
Moonlight (Full Moon)	0.01
Direct Sunlight	10,000
Overcast Daylight	100
Office Lighting	500

Source: The Engineering Toolbox nd

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare.

The city of Sacramento is primarily built-out, and a significant amount of artificial light and glare from urban uses already exists. The downtown area has a higher concentration of artificial light and reflective surfaces that produce glare than the outlying residential areas.

Existing Conditions

The Policy Area is a valley floor characterized by flat terrain in a predominately built-out environment. Long-range views are generally expansive, when not impeded by existing mature trees and buildings. Views onto and across the city to the east include views of the foothills and mountains. The Sierra Nevada mountain range can be seen directly behind the city skyline driving east across the Sacramento-Yolo Causeway on Interstate 80 (I-80) when the sky is clear. The confluence of two major rivers, the Sacramento and American Rivers, also contributes strongly to the scenic qualities of the city.

Natural Elements

Known as the City of Trees, Sacramento is distinguished by an abundance of trees in almost every area. From the elevated freeways that bisect the downtown area to vistas from the eastern foothills, long distance views onto the Policy Area are filled with trees and developed areas.

Sacramento is located at the confluence of the Sacramento and American rivers, both of which are some of the primary natural scenic resources of the Policy Area. The Sacramento River is situated in a north/south direction, and serves as the western boundary for much of the city. The American River flows eastward through the Policy Area and meets the Sacramento River near the city's western boundary. The American River Parkway, an open space greenbelt, extends 29 miles from the confluence of the Sacramento River to Folsom Dam. The two rivers provide recreational opportunities, create a permanent physical break in the pattern of urban development, and provide visual contrast to the Policy Area.

The American River is designated as a recreational river under the Wild and Scenic Rivers Act from the confluence with the Sacramento River to Nimbus Dam, located just east of the city. This prohibits Federal construction, assistance, or licensing of water projects "adversely affecting the characteristics qualifying the river for the national system." This designation recognizes the importance of recreational opportunities and preservation of the river's natural qualities (Sacramento County 2008).

Open Space

Open space provides visual relief from urbanized areas, including views for residents, motorists, and pedestrians. Since a majority of Sacramento is currently developed or planned for development, open space within the Policy Area is provided in the form of conserved lands, parks, agricultural land, and vacant lands. See Section 5.3 “Parks and Recreation” for a detailed discussion of parkland and open space located within the city.

Built Elements

Built elements, such as culturally important or historic buildings, may possess important scenic qualities.

Buildings and Structures

The city of Sacramento’s downtown is distinguished by high-rise towers in excess of 40 stories. The downtown skyline is visible from miles around the city, including from eastbound I-80 on the Sacramento-Yolo Causeway, from westbound I-80 above the city of Roseville, from northbound I-5 between Elk Grove and Sacramento, from westbound Highway 50, and from southbound I-5 and SR 99 north of the downtown area. Distinctive features of the skyline include the Wells Fargo Center, the California Environmental Protection Agency building, the U.S. Federal Courthouse, and, by night, the blue light of the Esquire Plaza. The towers of a central district provide important scenic cues regarding the quality of the downtown character of the city. Besides the towers, other noteworthy buildings in downtown Sacramento also include the California State Capitol and Sutter’s Fort located in downtown and midtown Sacramento, respectively.

Historic resources make up an important component of the built environment and are located mostly within the Central City. These resources are described in more detail in Section 6.4 Cultural Resources.

State Capitol. The State Capitol is a key scenic landmark within the city, because of its cultural and governmental importance. Construction on the State Capitol began in 1860, just 12 years after the discovery of gold at Sutter’s Mill on a four-square block site that had been occupied by several private homes. Construction was completed in 1874. The first major alteration took place from 1906 through 1908. A fourth floor was added to the building by gutting the chambers, taking the roof off the building, installing new steel trusses, and redesigning the senate and assembly chambers. The building remained much that way until the 1930s, when a mezzanine floor was added. The East Wing of the Capitol Building was added around 1952.

Extending west from the Capitol Building is the Capitol Mall, a wide and open boulevard between the Sacramento River and the Capitol. The Capitol Mall offers a unique view of the State Capitol building by providing an uninterrupted view from the Tower Bridge. Capitol Mall is listed as one of the “Protected Views and Vistas” listed in the Sacramento Urban Design Plan. The view is characterized by the mostly tree-lined roadway, which includes two lanes each of west- and east-bound traffic, divided in the middle with a broad, turf-covered median strip.

Sutter’s Fort. Another well-known scenic landmark and historic resource within Sacramento is the Sutter’s Fort State Historic Park, which is bound by K, L, 26th, and 28th streets. Sutter’s Fort, also on the National Historic Register, consists of the original central two-story adobe building, as well as reproductions of the surrounding structures such as stores, a print shop, and a blacksmith shop.

Many other historic resources exist within the city. These resources are described in more detail in Section 6.4 Cultural Resources of this document.

Landmarks

The term landmark here is used to refer to something that is easily recognizable (e.g., monument, building, other structure). Through their scale and/or distinctive design, landmarks become reference points within the city that provide structure and orientation, and contribute to the design character to the surrounding area. Within the Policy Area, such landmarks include the State Capitol and Sutter's Fort (described above), as well as the Tower Bridge, Sacramento Memorial Auditorium, the Elks Building, the Sacramento Valley Station (AMTRAK Depot), Cesar Chavez Plaza Park, Sleep Train Arena, the water tower west of I-5 near the Town of Freeport, Cal-Expo, and Executive Airport.

Historic Districts

Historic districts include those in the downtown such as the Old Sacramento Historic District and Merchants Row Historic District, and residential historic districts such as the Boulevard Park Historic District and the Industrial R Street Historic District. These elements add texture and character to the Policy Area (City of Sacramento 2009).

Parks

The American River Parkway is a nationally renowned urban river park. Managed by the County of Sacramento, the parkway includes several regional parks and a broad riparian forest and reinforces the scenic quality of the city and its tree-dominant landscape. Parks in or adjacent to the Parkway include Discovery Park, the Woodlake area, Cal Expo area, Paradise Beach, and the Howe Avenue area (Sacramento County 2008). It provides a protected natural landscape within the heart of the urban community. The parkway also provides important visual access for city residents who come into the river corridor along its bicycle trails or within its parklands.

In addition to buildings and structures, parks can also serve as landmarks within the city. Capitol Mall plays a critical role in organizing the entry experience to the downtown and the State Capitol. Similarly, formal parks such as Cesar Chavez Park, Capitol Park, Land Park, Curtis Park, and McKinley Park all are distinctive landmarks that contribute to the identity and formal structure of the neighborhoods in which they are located.

Views and Vistas

The Policy Area includes large portions of developed areas, ranging from single-family residential homes to high-rise office buildings in the downtown area. The areas where homes dominate the viewshed are generally areas with more green space, less artificial light (and, therefore, darker nighttime views), and less glare due to the limited amount of reflective materials.

Views of Central City

The average elevation in the Central City is approximately 25 feet above sea level. The flatness of the landscape creates a striking visual contrast with the urban silhouette of downtown high-rises. This is particularly true of the view of the downtown skyline as one approaches from the west and north (City of Sacramento 2009).

Views of the Central City offer a mix of building types and sizes, interspersed with parks, trees, and municipal uses. Building designs range from historic architecture to modern structures. The Central City/Midtown area includes distinctive housing styles from several different architectural eras, including the Victorian Delta Style (1880s through 1890s), Queen Anne Style (1880s through 1890s), Craftsman Bungalow Style (1900 through 1920s), and Mediterranean/Spanish Eclectic Style (1920s through 1930s). Views of the Central City include the State Capitol Building, Old Sacramento, Tower Bridge, the Sacramento River, the Downtown Railyards, and I-5. The Central City contains many skyscrapers, the exteriors of which are dominated by glass and can produce glare. The downtown area is also significantly brighter than the outlying residential areas due to the amount of artificial light associated with building, roadways, and parking areas.

Views of South Sacramento

Views of the South Sacramento area are characterized by single-family neighborhoods and low-scale shopping areas. The areas where homes dominate the viewshed are generally areas with more green space, less artificial light, and less glare due to the limited amount of reflective materials. The commercial uses in South Sacramento tend to be concentrated in community shopping centers and along commercial strips such as Florin Road, Franklin Boulevard, Mack Road, Freeport Boulevard, Fruitridge Road, and Stockton Boulevard. The few office uses in South Sacramento are located primarily in the vicinity of Florin Road, Power Inn Road, and around the Methodist Hospital off of SR 99. The commercial uses are primarily located in strip malls, which are primarily single-story structures dominated by signage with surface parking lots adjacent to the front of the buildings.

Executive Airport is visible along Freeport Boulevard. Small planes, metal airplane hangars, and surface parking lots are visible from the roadway. The main entrance is landscaped with trees, planters and low shrubs, beyond which a surface parking lot and the various buildings are visible. The majority of the buildings, including the hangers, are warehouse-like buildings with metal siding. The airstrips are paved and there is artificial lighting throughout the night providing sky glow over the airport. Other key views in the southern Sacramento are of Laguna Creek and the Sacramento Regional Community Service District bufferlands.

Views of North Sacramento

The northern portion of Sacramento includes the Natomas area and North Sacramento. The North Natomas area contains some of the largest portions of undeveloped agricultural land in the area, but has also been developed with residential neighborhoods interspersed with retail centers. Development in the Natomas area has largely occurred in the last 20 years and, as such, is somewhat uniform in character. The residential subdivisions consist primarily of modern two-story homes that maximize lot coverage and minimize landscaping. Six to 10-foot high concrete walls or wood fences are visible from the main roadways, and many areas are gated. Within the residential neighborhoods, most main roadways are six to eight lanes wide with street lights.

The retail centers generally consist of large concrete buildings located either adjacent to the street frontage or set back with large, sparsely landscaped surface parking areas. These retail centers also generally have a significant amount of artificial lighting both in the parking lots and on the storefronts and signs. Many of the storefronts consist primarily of glass that can be a source of glare.

Views of East Sacramento

The eastern portion of the Policy Area is characterized by residential and commercial uses. Many of the neighborhoods in this area were established decades ago and, as such, are dominated by mature trees that provide a wide tree canopy over streets lined with single and two-story homes ranging from small bungalows to more modern structures. This area also includes open space, parks, and waterways, including the Cal Expo Parkway.

Scenic Highways

California's Scenic Highway Program was created in 1963. The scenic highway designation serves to protect and enhance California's natural scenic beauty and to protect the social and economic values provided by the State's scenic resources. Adjacent to the Policy Area, State Route (SR) 160 is designated as a Scenic Highway from the Contra Costa County line to the southern city limit of Sacramento, for a length of 35 miles. Known as River Road, the highway meanders through the historic Delta agricultural area and small towns along the Sacramento River. River Road becomes Freeport Boulevard as it enters the city limits.

Gateways to Downtown

Historical gateways into the city of Sacramento have been largely obscured by the vast network of freeways that now dominate the landscape. The most symbolic entry into the city is from the west across the Tower Bridge. From the approach, the formal elegance of the Capitol Mall parkway and the Capitol building are visible. This is in contrast to the more often used, utilitarian off-ramps from Interstate 5 at J Street for downtown, at Q Street for the Capitol, and at Richards Boulevard for the River District, and from the Highway 50 off-ramps at 5th and 16th streets. The sole northern gateway along SR 160/12th Street is more intentional in its layout as an entry than the freeway off-ramps and has the benefit of the American River as a gateway element. The entry experience is compromised, however, by the industrial area and the railroad underpass near the northern boundary of the city.

Regulatory Context

Federal

Wild and Scenic Rivers Act

The Wild and Scenic Rivers Act (16 USC 1271-1287) established a method for providing Federal protection for certain free-flowing rivers, preserving them and their immediate environments for the use and enjoyment of present and future generations. Eligible rivers can be designated as Wild River Areas, Scenic River Areas, or Recreational River Areas. As stated above, the American River from the Nimbus Dam to the confluence of the Sacramento River is designated as a Recreational River Area. Recreational River Areas are "[t]hose rivers or sections of rivers that are readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past."

The Wild and Scenic Rivers Act, under Section 10, includes management direction for designated rivers, stating that "...primary emphasis shall be given to protecting its aesthetic, scenic, historic, archaeological, and scientific features."

State

California Scenic Highway Program

In 1963, the State legislature established the California Scenic Highway Program through Senate Bill 1467. This Senate Bill added Section 260 et seq. to the Streets and Highway Code. In these statutes, the State proclaims its intent to: "...establish the State's responsibility for the protection and enhancement of California's natural scenic beauty" (Caltrans 2008).

A Scenic Corridor is defined as the area of land generally adjacent to, and visible from, the highway. It is usually limited by topography and/or jurisdictional boundaries. Local jurisdictions, with support of their citizens, must adopt programs to protect the scenic qualities of qualifying corridors, and zoning and land use along the highway must meet the State's minimum requirements for scenic highway corridor protection. Actions required by Section 261 of the code include:

- Regulation of land use and density of development,
- Detailed land and site planning,
- Control of outdoor advertising,
- Careful attention to, and control of, earthmoving and landscaping, and
- Regulation of the design and appearance of structures and equipment (i.e., placement of utility structures, microwave receptors, etc.).

Capitol View Protection Act: Government Code Section 8162.5 through 8162.9

These Government Code Sections apply to the State Capitol and Capitol Park and are intended to guide future development in a way that would preserve and enhance the visual prominence of the State Capitol and the character and scale of Capitol Park. The Code Sections establish height limits and setback requirements in the blocks surrounding the Capitol and Capitol Park. Section 17.96.100 of the City of Sacramento Zoning Code (discussed below) reflects the text of the Capitol View Protection Act.

Local

Design Review Districts

The city of Sacramento includes the following 14 Design Review Districts (DRD):

- Alhambra Corridor Special Planning District (SPD),
- Broadway/Stockton SPD,
- Campus Commons DRD,
- Central Business District,
- Central City DRD,
- Del Paso Heights DRD,

- Expanded North Area DRD,
- North Sacramento DRD,
- Northgate Boulevard SPD and Expanded DRD,
- Oak Park DRD,
- R Street Corridor SPD,
- Railyards SPD,
- Richards Boulevard SPD, and
- Strawberry Manor DRD.

The Design Director and design review staff are responsible for reviewing and taking action on design review applications. Per the Design Review Code (Sacramento City Code Chapter 17.132) development applications are reviewed to ensure that:

- The desirability of adjacent and surrounding properties is enhanced;
- The benefits of occupancy of adjacent and surrounding properties are improved;
- The value of surrounding properties is increased;
- Appropriate development of adjacent and surrounding properties is encouraged; and
- The maintenance and improvement of surrounding properties is encouraged, resulting in the enhancement of the health, safety, aesthetics, and general welfare of the inhabitants of the area and the inhabitants of the city at large.

Central City Urban Design Guidelines

The Central City Neighborhood Design Guidelines are part of the City's Design Review Program and are intended to provide design guidance for projects in a way that respects and enhances existing neighborhoods and ensure that building design is compatible with its surroundings. The guidelines include core design guidelines, as well as guidelines specific to Central City neighborhoods, the Railyards, and the River District.

The Central City Urban Design Guidelines are a compilation of guidelines that can be independently updated to accommodate future conditions. The guidelines articulate an urban design vision for Central City neighborhoods and corridors to be used by neighborhood residents, City staff, the Design Review and Preservation Board, and the City Planning Commission in the review of proposals for new development, building additions, alterations and public improvements within the Central City Design Review District (bounded by the Sacramento River, the UP mainline, Alhambra Boulevard, and Broadway). These include recommendations related to: building height, maintaining gateways, urban forest management, maintaining distinctive neighborhoods and districts, designing a well-defined public realm.

Alhambra Corridor Design Guidelines

The Alhambra Corridor Design Guidelines were developed by the City to address the form and function of the Alhambra Corridor as a whole, as well as of each neighborhood. The guidelines were intended to ensure the proper relationship and connection with surrounding development between neighborhoods in the corridor, East Sacramento and Midtown. For many years, the most prominent feature in the corridor was the elevated Capital City Freeway (formerly Business 80).

Capitol View Protection Ordinance

Section 17.96.100 of the Sacramento City Code was established in February 1992 to recognize the State Capitol building and the surrounding grounds of Capitol Park as a unique cultural and open space resource. The ordinance establishes building height limits, setback requirements and parking alternatives within a portion of the Central Business District surrounding Capitol Park. These regulations are designed to provide visual protection to and from the Capitol building and Capitol Park.

American River Parkway Plan

The American River Parkway Plan, developed by the City and County of Sacramento, is a policy and action document that was developed to ensure preservation of the naturalistic environment of the American River Parkway, while providing limited developments to facilitate human enjoyment. The Parkway Plan addresses the entire length of the Parkway, which includes areas in Sacramento County, the City of Sacramento, and a portion of the Folsom State Recreation Area (Sacramento County 2008).

Findings

- The Policy Area is characteristic of an urban environment. It contains important scenic quality features, such as the prevalence of trees, the Sacramento and American rivers, American River Parkway, the State Capitol, Capitol Park, and numerous cultural landmark structures.

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7 PUBLIC HEALTH AND SAFETY

The Public Health and Safety chapter addresses human hazards and safety issues within the Policy Area. This chapter discusses geologic and seismic hazards, flood hazards, fire hazards, noise, hazardous materials, and emergency response programs and capabilities.

7.1 Geologic and Seismic Hazards

Introduction

This section describes the existing conditions of the geologic resources, paleontological resources, and seismic hazards within and adjacent to the Policy Area. This section also describes soils within the Policy Area, and potential hazards associated with certain soil characteristics. Information is based upon the City of Sacramento Emergency Operations Plan, information published by the Department of Conservation, California Geology Survey (CGS), and information from the Natural Resources Conservation Service (NRCS).

Existing Conditions

Topography and Geology

The Policy Area is located in the Great Valley geomorphic province of California. The Great Valley is a flat, alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. It is comprised of the Sacramento Valley drained by the Sacramento River in the north and the San Joaquin Valley drained by the San Joaquin River in the south. It is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, the Coastal Range to the west, and the Cascade Range to the north.

The geology of the Great Valley is typified by thick sequences of alluvial sediments derived primarily from erosion of the Sierra Nevada Range and, to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the north. These sediments were transported downstream and subsequently laid down as a river channel, floodplain deposits, and alluvial fans. The topography of the Policy Area is relatively flat. There is a gradual slope rising from elevations as low as sea level in the southwestern portion of the Policy Area up to approximately 75 feet above sea level in the northeastern portion.

Seismic Hazards

Although all of California is typically regarded as seismically active, the Policy Area does not commonly experience strong groundshaking resulting from earthquakes along known or previously unknown active faults. There are, however, isolated areas within the city that have soils and other conditions which could result in structural damage induced by seismic activity. Seismic hazards that may affect portions of the Policy Area during, or in the aftermath of, a major seismic event may include minor groundshaking and liquefaction. Flooding resulting from seismic-induced dam failure may also be a concern in the Policy Area; the risk of dam failure is evaluated in Section 7.2 Flood Hazards.

Faults

Faults are considered active when they have caused soil and strata displacement in the last 11,000 years. Potentially active faults are faults that have experienced movement in the last 11,000 to 750,000 years, and conditionally active faults are faults that have not had any fault activity in over 750,000 years. Ground rupture tends to occur along lines of previous faulting and can be recognized with a detailed investigation.

There are no known faults within the Policy Area or the greater Sacramento region. However, significant earthquakes have occurred on previously undetected faults. Known faults located nearest to the Policy Area are Foothills fault system to the east, the Midland Fault to the west, and the Dunnigan Hills Fault to the northwest.

The Foothills fault system is located on the western edge of the Sierra Nevada Range over 20 miles from the Policy Area and consists of a complex of north-south trending faults. The active Bear Mountain fault zone is at the western edge of the system (California Division of Mines and Geology 1978). The anticipated maximum magnitude of an earthquake originating from this fault zone is 6.5 moment magnitude (Mw). The Sacramento region has experienced groundshaking originating from faults in the Foothills fault system in the past. The Midland fault zone is considered to be a deep pre-Pleistocene subsurface feature extending nearly 50 miles along the west side of the Sacramento Valley, from the Delta to Lake Berryessa. This fault has been only approximately located from natural gas exploration work. Subsurface data indicate that there has been no appreciable movement on the Midland fault in the last 24 to 36 million years, and no evidence of surface expression has yet been found (Harwood and Helley 1987). The Dunnigan Hills Fault is located approximately 20 miles northwest of the City of Sacramento. The active fault is not within an Alquist-Priolo Earthquake Fault Zone.

Other faults in the region include the Great Valley fault (segments 3 and 4), located over 25 miles from the Policy Area and capable of producing a 6.5 – 6.8 Mw earthquake. The Concord-Green Valley fault and Hunting Creek-Berryessa fault are both located approximately 40 miles from the Policy Area and are capable of producing 6.9 Mw earthquakes. The Greenville fault is located approximately 50 miles from the Policy Area and is capable of producing a 6.8 Mw earthquake. The West Napa fault is also located approximately 50 miles from the Policy Area and could produce a 6.5 Mw earthquake.

Faults located further than 50 miles from the city that are considered to be “active” as defined by the Alquist-Priolo Earthquake Fault Zoning Act include the San Andreas, Calaveras, Concord, and Hayward faults. All have experienced seismic activity within the last 11,000 years and are considered capable of producing significant earthquake events. The Hayward, San Andreas and Calaveras faults are considered to pose the greatest earthquake threat to the Policy Area.

Ground Shaking

Generally defined, an earthquake is an abrupt release of accumulated energy in the form of seismic waves created when movement occurs along a fault plane. The severity of an earthquake generally is expressed in two ways—magnitude and intensity. Magnitude quantitatively measures the strength of an earthquake and the amount of energy released by it. Magnitude is measured on several different scales. Although the most commonly known scale measures Richter Magnitude, the most commonly used scale measures Moment Magnitude, which is related to the physical size of fault rupture and the movement or displacement across the fault, and as such is more uniform measure of the strength of an earthquake.

Unlike magnitude, intensity qualitatively measures the effects a given earthquake has on people, structures, loose objects, and the ground at a specific location. Earthquake intensity in a given locality is typically measured using the Modified Mercalli Intensity (MMI) scale with values of this scale ranging from I to XII. Table 7-1 (Modified Mercalli Intensity Scale) identifies the level of intensity according to the MMI scale and describes that intensity with respect to how it would be received or sensed by its receptors. While an earthquake has only one magnitude, it can have many intensity levels, which typically decrease with distance from the epicenter.

Table 7-1 Modified Mercalli Intensity Scale	
<i>Modified Mercalli Intensity</i>	<i>Description</i>
I	Detected by only sensitive instruments
II	Felt by a few people at rest
III	Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck
IV	Felt indoors by many and outdoors by few
V	Felt by most people. Some breakage of windows, dishes, and plaster
VI	Felt by all; falling plaster and chimneys; damage small
VII	Damage to buildings varies; depends on quality of construction
VIII	Walls, monuments, chimneys fall; panel walls thrown out of frames
IX	Buildings shift off foundations; foundations crack; ground cracks; underground pipes break
X	Most masonry and frame structures destroyed; ground cracks; landslides
XI	Ground fissures; pipes break; landslides; rails bent; new structures remain standing
XII	Damage total; waves seen on ground surface; objects thrown into the air

Source: Atomic Energy Commission 1963.

The peak horizontal ground acceleration values depicted on the CGS probabilistic seismic hazards assessment map represent estimates of the ground-shaking intensity likely to occur in a given area as a result of earthquake events on nearby faults, and can be used to assess the relative seismic ground-shaking hazard for a given region. According to the map, Sacramento and the surrounding area have an estimated 10 to 20 percent peak ground acceleration (California Department of Conservation and USGS 1996). The probabilistic peak horizontal ground acceleration value, and thus the seismic ground-shaking hazard for the Policy Area, is relatively low, ranking among the lowest in the State.

The maximum earthquake intensity expected from this amount of groundshaking would be between VII and VIII on the MMI. The most susceptible structures to these types of hazards are unreinforced masonry buildings or buildings constructed on unreinforced brick foundations. Due to the low probability of groundshaking affecting the Policy Area, the possibility of seismic-induced ground failure is remote.

Some common seismic hazards such as fault rupture, tsunamis and seiches, and seismic-induced landslides are not considered to be major threats to any areas within the Policy Area due to its location far from known faults and large bodies of water and the region's flat topography. The Sacramento area is not near any areas of volcanic activity, so there are no mudflow hazards.

Liquefaction. Liquefaction occurs when surface soils, generally alluvial soils, become saturated with water and become mobile during groundshaking caused by a seismic event. When these soils move, the foundations of structures move as well, which can cause structural damage. Liquefaction generally occurs below the water table, but can move upward through soils after it has developed. Liquefaction susceptibility decreases with the depth of the water table and the age, cementation, and compactness of the sediments. Soils subject to liquefaction are found within the Policy Area, primarily within the Central City, Pocket, and North and South Natomas Community Plan areas. Geotechnical studies prepared as part of a development project approval process are necessary to identify site-specific conditions.

Landslides. Landslides are often associated with earthquakes, though there are other factors that influence the occurrence of landslides. In addition to an earthquake, heavy rain or the improper grading of a construction site may trigger a landslide. However, the potential for landslides in the City is minor due to the flat topography of the area. Sacramento has a landslide rating of "nil," which indicates a low amount of landslides in the overall area.

Tsunamis and Seiches. A tsunami is a large sea wave caused by an earthquake or volcanic eruption. Because Sacramento is located approximately 75 miles inland from the Pacific Ocean, there is no threat of tsunami damage to the City.

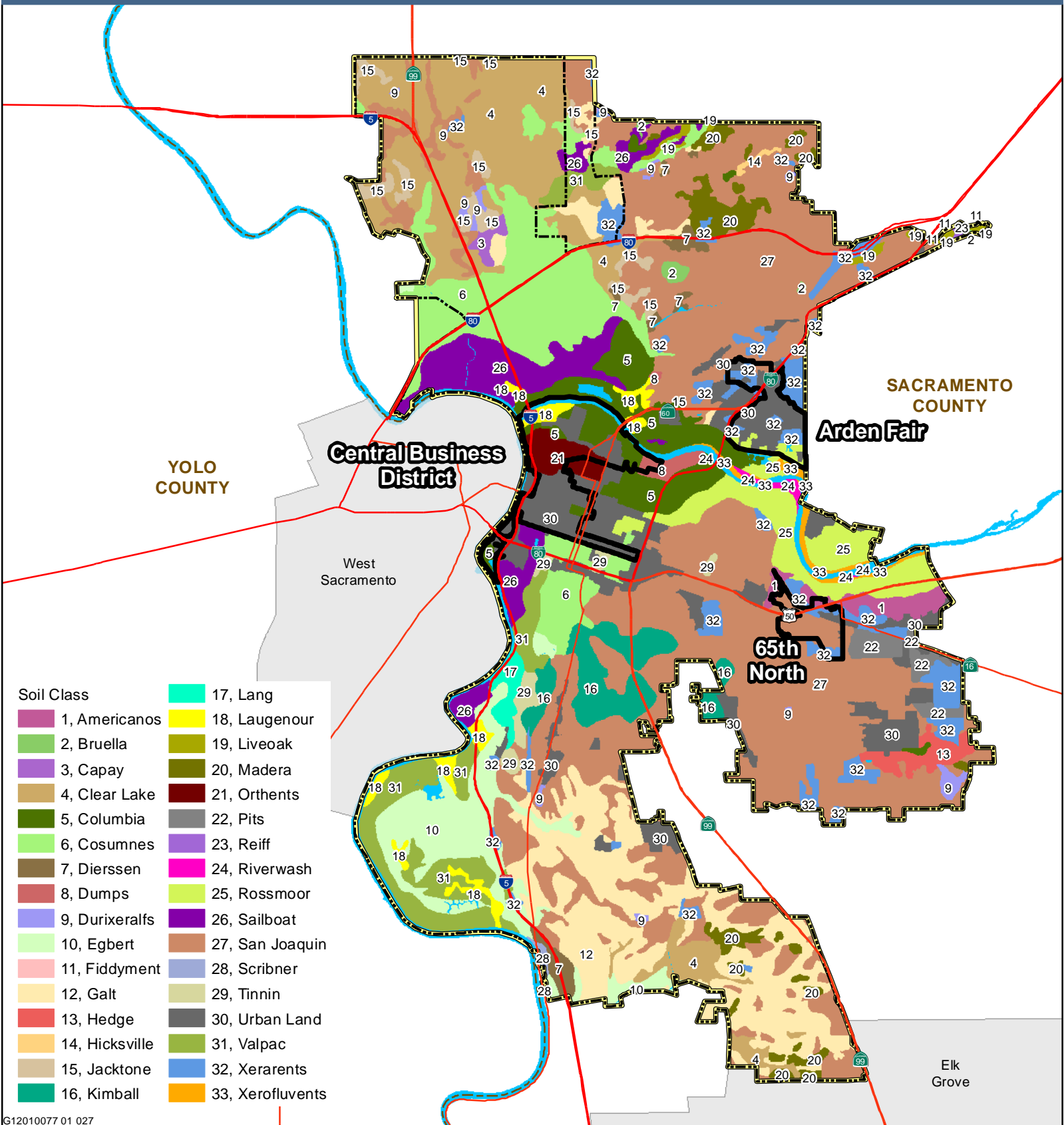
Seiches are waves induced by seismic activity on inland bodies of water. Reservoirs, lakes, ponds, swimming pools, and other enclosed bodies of water are subject to potentially damaging seiches. This hazard is dependent upon specific earthquake parameters (e.g., frequency of the seismic waves, distance and direction from the epicenter), as well as site-specific design of the enclosed bodies of water, and is thus difficult to predict. Areas of the City that may be vulnerable to this hazard are primarily improvements next to the American and Sacramento rivers.

Dam Failure Inundation. Dams that are under State jurisdiction are required to have inundation maps that show the potential flood limits in the remote, yet disastrous possibility a dam is catastrophically breached. This hazard is discussed in Section 7.2 Flood Hazards.

Soils

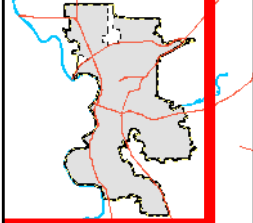
The NRCS has mapped over 30 individual soil units in the Policy Area (Figure 7-1). The predominant soil units in the Policy Area are San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60 percent of the total land area. The remaining soil units each account for only a few percent or less of the total. The San Joaquin soils are generally present in the eastern and southeastern part of the city. The Clear Lake and Cosumnes soils occur in the northern part of the city. Galt soils are in the southwestern part of the city, in an area generally bound by Interstate 5 and State Route 99. The Sailboat soils occur along the American and Sacramento rivers.

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Soil Class	
1, Americanos	17, Lang
2, Bruella	18, Laugenour
3, Capay	19, Liveoak
4, Clear Lake	20, Madera
5, Columbia	21, Orthents
6, Cosumnes	22, Pits
7, Dierssen	23, Reiff
8, Dumps	24, Riverwash
9, Durixeralfs	25, Rossmoor
10, Egbert	26, Sailboat
11, Fiddyment	27, San Joaquin
12, Galt	28, Scribner
13, Hedge	29, Tinnin
14, Hicksville	30, Urban Land
15, Jacktone	31, Valpac
16, Kimball	32, Xerarents
	33, Xerofluvents

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Legend

- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits
- County Boundary



0 1 2 Miles

Data Source: City of Sacramento, 2012

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Soil descriptions for the principal soil units in the Policy Area are provided below. These descriptions were developed by the NRCS and are for soils in their native, undisturbed state. Since much of the Policy Area has been developed with urban uses, actual soil characteristics may vary considerably from the mapped locations and description.

San Joaquin Series. The San Joaquin series consists of soils that formed in alluvium derived from mixed but dominantly granitic rock sources. Generally, these soils are found on undulating low terraces at slopes of zero to nine percent. These soils are typically well and moderately-well drained, with medium to very high runoff, and very slow permeability. Some areas with these soils are subject to rare or occasional flooding.

Clear Lake. The Clear Lake series consists of very deep, poorly drained soils that formed in fine textured alluvium derived from sandstone and shale or other mixed rock sources. Clear Lake soils have clay textures and are generally located in basins and in swales of level drainageways, with slopes of zero to two percent. These soils are generally poorly drained with slow to very slow permeability, and negligible to high runoff. Typically, these soils have a water table at depths of 4 to 10 feet in the late summer, while during wet winter months the water table can be very near the surface in some areas. Some areas are artificially drained.

Galt. The Galt series consists of moderately deep and moderately well drained soils that were formed in fine textured alluvium from mixed, but dominantly granitic, rock sources. Galt soils are generally located on low terraces, basins, and basin rims and have slopes of zero to five percent. Some areas are rarely or occasionally flooded for brief to long periods in December through April.

Cosumnes. The Cosumnes series consists of very deep somewhat poorly drained soils formed in alluvium from mixed sources. Cosumnes soils are located on low flood plains and have slopes of zero to two percent. These soils have slow permeability and very slow to slow runoff potential. Flooding commonly occurs in unprotected areas, and rare flooding occurs in protected areas during prolonged periods of rainfall in the winter and early spring. Most areas are drained due to ground water overdraft. In some areas along major rivers, a water table occurs from December through April at depths of 36 to 60 inches, due to seepage.

Sailboat. The Sailboat series consists of very deep, somewhat poorly drained soils that contain a buried soil and formed in alluvium from mixed sources. Sailboat soils are generally located on natural levees of large rivers and sloughs, and on low flood plains of rivers and streams with slopes of zero to two percent. These soils have moderately slow permeability and slow runoff potential. Occasional flooding occurs in unprotected areas and rare flooding occurs in protected areas during prolonged periods of rainfall in the winter and early spring. Some areas are drained due to groundwater overdraft. In areas along major rivers, a water table occurs from December through April at depths of 36 to 60 inches due to seepage.

Soil Hazards

Soil Erosion. Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. Erosion occurs naturally in most systems, but is often accelerated by human activities that disturb soil and vegetation. The rate at which erosion occurs is largely a function of climate, soil cover, slope conditions, and inherent soil properties such as texture and structure. For example, the effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover, which leaves the soil exposed. Although the Policy Area is relatively flat, erosion potential is generally identified on a case-by-case basis, depending on the above-mentioned factors.

Shrink/Swell Potential (Expansive Soils). Shrink/swell potential refers to soils that expand when wet and shrink when dry. This hazard occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering and are generally less suitable or desirable for development than non-expansive soils. Many of the soil units present within the Policy Area, exhibit high shrink-swell potential. Areas within the Policy Area that may be particularly susceptible to high shrink/swell potential include the Natomas and Valley Hi areas. Site-specific geotechnical studies are necessary to identify where such hazards could occur.

Subsidence. Subsidence is the sinking of land, usually occurring over broad areas and, therefore, not normally perceptible at the ground surface. Subsidence can be induced by natural processes or by specific human activities. Sacramento County is affected by five types of subsidence. They are compaction of unconsolidated soils by earthquake shaking, compaction by heavy structures, the erosion of peat soils, peat oxidation, and fluid withdrawal. The pumping of water for residential, commercial and agricultural uses from subsurface water tables causes the greatest amount of subsidence in Sacramento County (Sacramento County 2011). This phenomenon particularly occurs in those areas underlain by alluvium soils. Subsidence produces cracks in pavements and buildings and may dislocate wells, pipelines, and water drains. Sacramento has experienced land subsidence in the past. One notable example is the construction of Interstate 5 in downtown Sacramento where the withdrawal of water from the alluvial soils caused the area adjacent to the freeway to subside.

Paleontological Background

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. Fossils are the remains or traces of prehistoric animals and plants. Fossils are important scientific and educational resources because of their use in: (1) documenting the presence and evolutionary history of particular groups of now extinct organisms, (2) reconstructing the environments in which these organisms lived, and (3) determining the relative ages of the strata in which they occur and of the geologic events that resulted in the deposition of the sediments that formed these strata and in their subsequent deformation. The Quaternary sediments of the Great Valley are gravels laid down by large river systems. These deposits contain well-preserved vertebrate and plant fossils similar to the flora and fauna we see today.

Regulatory Context

Seismic and geologic hazards are primarily regulated at the state level. In California, seismic hazards are regulated by the Alquist-Priolo Earthquake Fault Zone Act and Seismic Hazards Mapping Act.

Federal

Uniform Building Code

The Uniform Building Code (UBC) provides minimum requirements for grading, building siting, development, and seismic design. The UBC is often adopted by local jurisdictions, along with more stringent standards for development specific to that region.

Federal Antiquities Act

The Antiquities Act of 1906, as amended, sets forth penalties for damage and destructions of antiquities and stipulates the requirements for permitted excavation.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Act was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act). The primary purpose of the act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act dictates that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. No portion of the Policy Area is within an Earthquake Fault Zone.

Seismic Hazards Map Act

Under the Seismic Hazards Mapping Act, seismic hazard zones are to be identified and mapped to assist local governments in land use planning. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CGS’s Special Publications 117, “Guidelines for Evaluating and Mitigating Seismic Hazards in California,” provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations. The Sacramento region has not been subject to any seismic hazards mapping by CGS.

California Building Code (CBC)

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design. Chapter 16 of the CBC deals with Structural Design Requirements, including (but not limited to) regulations governing seismically-resistant construction and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapters 18 deals with site demolition, excavations, foundations, retaining walls, and grading, including (but not limited to) requirements for seismically-resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Division of Occupation Safety and Health regulations (CCR, Title 8). The City implements the CBC through the building permit process (Sacramento City Code, Title 15, Buildings and Construction).

The CBC also defines different building regions in the State and ranks them according to their seismic hazard potential. Seismic Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. The City is in Seismic Zone 3; accordingly, any future development would be required to comply with all design standards applicable to Seismic Zone 3.

Part 11 of the 2013 Title 24 Building Standards Code is the California Green Building Standards Code, also known as the CALGreen Code. This is the first statewide green building standards code in the nation. The CALGreen Code became effective on January 1, 2011. CALGreen provides a set of mandatory provisions for all new construction and includes two voluntary “Tiers” that may be adopted via local amendment. Residential provisions include energy efficiency standards, pre- and post-construction stormwater drainage retention measures, indoor water use reduction, irrigation control, diversion of construction waste, fireplace restrictions, among many other specific measures. Non-residential requirements include several similar measures as the residential but also include bicycle parking requirements, clean-air vehicle parking requirements, light pollution reduction measures, among other specific measures (USGBC nd).

Local

Sacramento County Local Mitigation Plan

The Sacramento County Local Hazard Mitigation Plan aims to reduce or eliminate long term risk to people or property from natural disasters, including flood and seismic events. The plan covers areas located outside of the city boundary but within the Policy Area. The plan notes that Sacramento is located in Seismic Hazard Zone 3. One of the most notable potential hazards associated with a major seismic event is the potential for damage to flood levees (Sacramento County 2011).

City of Sacramento Emergency Operations Plan

The Emergency Operations Plan addresses the City of Sacramento’s planned response to extraordinary emergency situations associated with natural disasters, including flood events, seismic events, technological incidents, and nuclear defense operations. It provides operational concepts related to various emergency situations, identifies components of the local emergency management organization, and describes the City’s overall responsibilities for protecting life and property during an emergency. The plan also identifies possible sources of outside support (through mutual aid and specific statutory authorities) from other jurisdictions, and the private sector.

Sacramento City Code

Chapter 15.20 (Uniform Building Code). This chapter of the Municipal Code adopts the California Building Code (CBC), 2010 Edition, and amends particular sections where appropriate to suit the specific conditions within the City of Sacramento. This chapter mandates compliance with the CBC and all of its amendments adopted by the code. All new construction and modifications to existing structures within the city are subject to the requirements of the code.

Chapter 15.88 (Grading and Erosion and Sediment Control). The city's grading ordinance is enacted for the purpose of regulating grading on property within the city to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff from construction sites; to comply with the City's National Pollution Discharge Elimination System Permit issued by the California Regional Water Quality Control Board; and to ensure that the graded site within the city limits complies with all applicable city ordinances and regulations. The grading ordinance is intended to control all aspects of grading operations within the city.

Department of Utilities. The City of Sacramento Department of Utilities maintains policies and guidelines regarding grading, erosion control, stormwater drainage design, inspection, and permitting. It is responsible for issuing several types of permits, including grading and construction permits.

Findings

- Within the City of Sacramento and the Sacramento region, there are no known faults. The greatest earthquake threat to the city comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 Mw.
- Sacramento's seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.
- Areas susceptible to liquefaction hazards include the Central City, Pocket, and North and South Natomas. [Mintier—please verify terminology consistency] However, because soil types can vary considerably and depth to groundwater is an important factor in liquefaction potential, site-specific geotechnical studies should be used to determine whether a specific location may be subject to liquefaction hazard.
- Because the City is flat, slope stability, landslide, and erosion hazards do not present substantial hazards to people and property. Site-specific effects of erosion are generally limited to construction, when stormwater runoff can carry sediment into local waterways or fugitive dust emissions.

- A general review of soil characteristics indicate most of the Policy Area is underlain by soils that exhibit low expansion (shrink/swell) properties. Areas in the Natomas and Valley Hi neighborhoods are the primary locations where expansive soils are present. Site-specific geotechnical investigations should be used to delineate expansive soils at a site.
- Land subsidence has been identified as a potential hazard in the Policy Area, primarily related to groundwater withdrawal.

7.2 Flood Hazards

Introduction

Over the course of Sacramento's history, floods have been the most frequent and considerable natural hazard affecting the City's environment and economy (Sacramento County 2008). This section describes the existing flood hazards within the Policy Area, as well as the flood protection measures provided by federal, state, and local programs. The information for this section comes from a variety of documents, including the Sacramento County Local Hazard Mitigation Plan (Sacramento County 2011), the Sacramento and San Joaquin River Basins Comprehensive Study Interim Report (Reclamation Board and Corps 2002), and the subsequent Central Valley Flood Protection Plan (DWR 2012).

Existing Conditions

The City of Sacramento is located at the confluence of the Sacramento and the American rivers in the southern portion of the Sacramento River Basin. The Sacramento River Basin encompasses about 27,000 square miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The Sacramento River forms the western boundary of the Policy Area from Interstate 80 to south of the Pocket Area (see Figure 6-7). The American River transects the Policy Area, flowing west to join the Sacramento River roughly along the northern boundary of the Central Business District. The American River watershed is situated on the western slope of the Sierra Nevada. Elevations in the watershed range from over 10,000 feet above mean sea level in the high Sierra to 23 feet above mean sea level at the confluence of the American and Sacramento rivers.

The Policy Area contains many natural and man-made drainage features, which ultimately drain into the Sacramento River. Six small tributaries of the Sacramento River pass through, and provide drainage for, the City of Sacramento. These tributaries include Dry Creek, Magpie Creek, and Arcade Creek in the northern portion of the City, and Morrison Creek, Florin Creek, Elder Creek, Unionhouse Creek, and Laguna Creek in the southern portion of the City. These creeks, in addition to local surface water drainages such as Chicken Ranch and Strong Ranch sloughs form the major natural drainages within the Policy Area. Man-made drainage canals, such as the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals provide drainage for a large portion of the urbanized areas within the Policy Area that are not served by the Combined Sewer System or the City's sumps.

High water levels along the Sacramento and American rivers are a common occurrence in the winter and early spring months due to increased flow from storm runoff and snowmelt. An extensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels strategically located on the Sacramento and American rivers has been established to protect the area from flooding. These facilities control floodwaters by regulating the amount of water passing through a particular reach of either river. The amount of water flowing through the levee system can be controlled from outside of the Policy Area by Folsom Dam on the American River and the reserve overflow area of the Yolo Bypass on the Sacramento River.

Folsom Dam is located on the American River approximately 15 miles east of the Policy Area. The dam is owned and operated by the U.S. Bureau of Reclamation. Folsom Lake and its afterbay, Lake Natoma, release water to the lower American River and to the Folsom South Canal. The operation of Folsom Dam directly affects most of the water utilities on the American River system.

Water flows into the Yolo Bypass via the Fremont Weir northwest of the Policy Area and the Sacramento Weir west of the Policy Area. The Sacramento River bypass system was federally authorized in 1917 and includes a system of flood relief structures and weirs that release Sacramento River flows into the bypass system west of the Policy Area when flows exceed downstream channel capacity (DWR 2011). Downstream of the American River confluence, the Sacramento River has a design capacity of 110,000 cubic feet per second (cfs). The American River, however, enters the Sacramento River with a design capacity of 180,000 cfs. During periods of high flow, the 2-mile portion of the Sacramento River between the Sacramento Bypass and the American River confluence can support reverse river flow so that a portion of the American River input flows upstream and through the Sacramento Weir. The Sacramento Weir diverts floodwaters west down the mile-long Sacramento Bypass into the Yolo Bypass. The Sacramento Weir was most recently opened in 1998 and 2005 (DWR 2005). It is a key structure protecting the City of Sacramento during high flows on the Sacramento River, diverting flows through the Sacramento Bypass into the Yolo Bypass for safe passage to the Delta. Additional Information on these resources is provided in Section 6.3 Water Resources.

100-year Flood Hazard Zone

Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). SFHA are defined by FEMA as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. (FEMA 2013 [FEMA 2013. Flood Zones Definition. Available at: <http://www.fema.gov/floodplain-management/flood-zones>. Accessed October 23, 2013]). Figure 7-2 shows the FIRM flood hazard zones within the Policy Area and identifies the 100-year flood hazard zone areas. The specific FIRM zones are discussed in detail below under “Regulatory Context” within the discussion of the Federal National Flood Insurance Act of 1968.

200-year Floodplain

In general, the area adjacent to a stream, river, or other water channel is called the floodplain. The floodplain is the area that is inundated during a flood event and is often physically discernible as a broad, flat area created by historical floods. Within the City of Sacramento, the 200-year floodplain (0.5% annual chance of inundation) covers 56,543 acres, which is the majority of the Policy Area. SB 1278 (2012) and AB 1965 (2012) directed DWR to release floodplain maps for urban areas by July 2,

2013, to provide information on the water surface elevation of flooding in the event of failure of State Plan of Flood Control (SPFC) facilities during a 200-year event. The 200-year floodplain is shown on Figure 7-3. The map on Figure 7-3 reflects DWR's latest available data (at the time of this writing), which utilizes data from the US Army Corps of Engineers to depict the 200-year floodplain.

Zone X and Shaded Zone X

Areas within Zone X and shaded Zone X (See Figure 7-2) are considered by FEMA to be areas of minimal hazard (500-year flood zone) or moderate hazard (100-500-year flood zone), respectively. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Local stormwater drainage systems are not normally considered in a community's flood insurance study. The failure of a local drainage system can create areas of high flood risk within these zones. Flood insurance is available in participating communities, but is not required by regulation in these zones.

Types of Floods

Over the course of the City's history, floods have been the most frequent and considerable natural hazard affecting the City's environment and economy. There are three different types of flood events in the Sacramento area: flash, riverine, and urban stormwater. These floods are often the result of severe weather and excessive rainfall, either in the city or in areas upstream of the city (i.e., Sacramento River watershed in the northern portion of the valley).

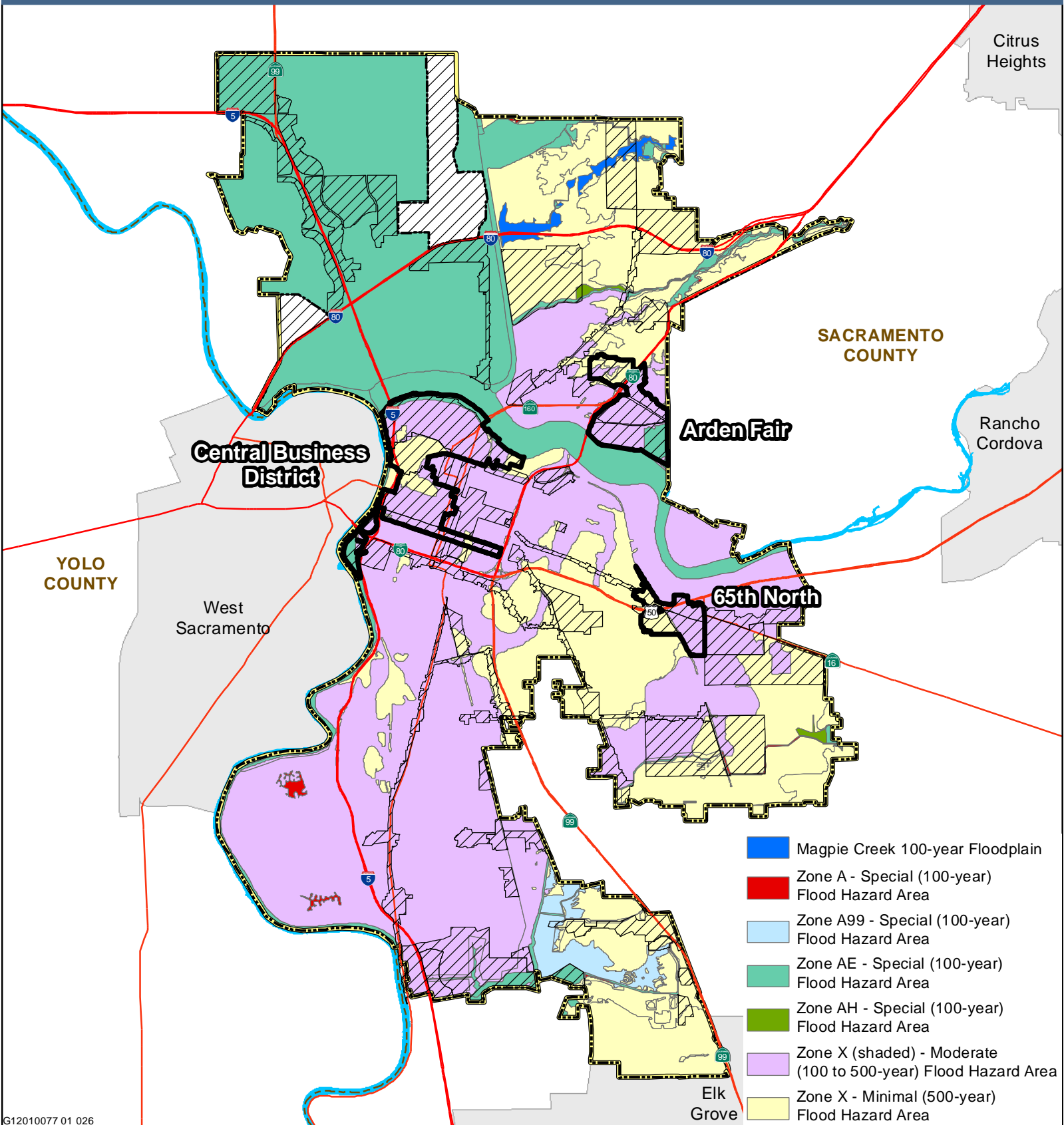
The term flash flood describes localized floods of high volume and short duration, generally less than four hours. This type of flood usually results from a heavy rainfall on a relatively small drainage area. Precipitation of this sort usually occurs in the spring and summer. Dam failures also often result in flash flooding.

The most common type of flood event is riverine flooding, which occurs when a watercourse exceeds its bank-full capacity. Riverine flooding is a result of prolonged rainfall that is combined with saturated soils from previous rain events or snowmelt, and is characterized by high peak flows of moderate duration and by a large volume of runoff. Riverine flooding occurs in river systems with tributaries that drain large geographic areas, often including many watersheds and sub-watersheds. The duration of riverine floods varies from a few hours to many days. Factors that directly affect the amount of flood runoff include precipitation amount, intensity and distribution of rainfall, soil moisture content, channel capacity, seasonal variation in vegetation, snow depth, and water-resistance of the surface due to urbanization. In Sacramento County, riverine flooding typically occurs between November and April.

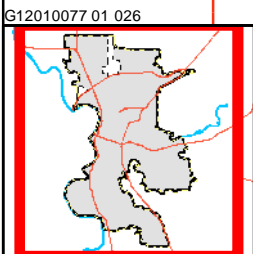
Urbanization may increase peak flow runoff, as well as the total volume of stormwater runoff from a site. The increase is dependent upon the type of soil and its topography compared to the proposed land uses. The Natural Resources Conservation Service, a division of the U.S. Department of Agriculture, has surveyed the soil types in the city and county. Much of the county is characterized by soils with low permeability and high runoff rates. For specific information regarding soil types in the Policy Area, please refer to Section 7.1 Geological and Seismic Hazards.

Urban stormwater flooding occurs when storm drains are not properly sized or experience temporary blockage. This flooding is typically localized. Refer to Section 4.1 Sewer/Storm Drainage for a discussion of storm drains in the Policy Area.

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- Magpie Creek 100-year Floodplain
- Zone A - Special (100-year) Flood Hazard Area
- Zone A99 - Special (100-year) Flood Hazard Area
- Zone AE - Special (100-year) Flood Hazard Area
- Zone AH - Special (100-year) Flood Hazard Area
- Zone X (shaded) - Moderate (100 to 500-year) Flood Hazard Area
- Zone X - Minimal (500-year) Flood Hazard Area



Legend

- Tier 1 Priority Investment Areas
- City Limits
- Policy Area
- Highways
- County Boundary
- Waterways



0 1 2 Miles

Data Source: FEMA, 2012

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History of Flood Protection

In the late 1800's, the last two miles of the American River were straightened so that it would connect with the Sacramento River approximately 1 mile north of the original location to create faster flows to flush mining debris in the Sacramento River. Later, a series of significant floods resulted in officials raising the level of the City by about 10 feet. Massive floods between 1902 and 1909 prompted Congressional approval of financing for a comprehensive flood control plan in 1917. With the passage of the Flood Control Act in 1944, the United States Army Corps of Engineers (USACE) began to build Folsom Dam. When the Folsom Dam was completed in 1956, it was intended to provide flood control for Sacramento up to a 500-year level storm. However, after the dam became operational, a series of record storms and flood flows resulted in downgrading the dam to flood control effectiveness only up to a 60-year storm. The Sacramento Area Flood Control Agency (SAFCA) was formed to address the Sacramento area's vulnerability to catastrophic flooding. This vulnerability was exposed during the record flood of 1986 when Folsom Dam exceeded its normal flood control storage capacity and several area levees nearly collapsed under the strain of the storm. In response, the City of Sacramento, Sacramento County, Sutter County, the American River Flood Control District, and Reclamation District 1000 created SAFCA through a Joint Exercise of Powers Agreement to provide the Sacramento region with increased flood protection along the American and Sacramento rivers. In 1994, operations at Folsom Dam were adjusted and coordinated so that upstream reservoirs could assist in flood control measures, increasing the dam's effectiveness.

In February 1996, the City prepared the Comprehensive Flood Management Plan to better protect citizens and property from major flood events. The Comprehensive Flood Management Plan was conceived as an implementation tool for the City Council to use in planning future modifications to policies and ordinances to enhance the level of flood protection in the City. Also in 1996, Congress approved funding of American River levee improvements. In 1999, Congress approved significant flood control projects, including the enlargement of the outlets in Folsom Dam, and raising the lowest levees on the American River, and Morrison Creek and its tributaries in southern areas of the city.

Natomas Basin and Natomas Levee Improvement Program

In December of 2008, the Flood Insurance Rate Maps (FIRMs) for the Natomas Basin were remapped by FEMA. The area, which was previously understood to offer between 100-year and 500-year protection (Shaded X Zone) was reclassified as within the 100-year flood hazard zone (AE Zone) after the Corps decertified the levee system protecting the basin. The remap required mandatory flood insurance for property owners and meant all new construction or substantial improvements to structures had to meet a 33-foot base flood elevation requirement. Prior to the Corps decertification, SAFCA implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin (City of Sacramento 2010). Construction on the NLIP began in 2007.

The principal objective of the NLIP is providing 200-year flood protection to the Natomas Basin. As of December 2012, most of SAFCA's work under the NLIP had been completed or was planned for completion in 2013. Completion of the Corps' portion of the project was tentatively scheduled for 2014. A report documenting compliance with FEMA Zone A99 (areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction federal flood protection system) was submitted to FEMA in November of 2012. Congressional authorization will be required to achieve A99 status (SAFCA 2012).

Folsom Dam Joint Federal Project

This project consists of a six-gated control structure, a spillway with a stilling basin, and an approach channel in the reservoir leading to the control structure. The project is designed to improve the ability to manage large flood events by allowing more water to be safely released earlier in a storm event, thereby leaving more storage capacity in the reservoir to hold back the peak inflow when it arrives. With a peak inflow of 450,000 cfs in a 200-year design storm, releases can be held to 160,000 cfs or less, which can be safely conveyed with the improved American River levees. The new auxiliary spillway also allows passage of the probable maximum flood without damaging the dam (SAFCA 2013a). The project is expected to be completed in 2017 (Reclamation 2011).

American River Common Features Project

This project was designed to strengthen the levees along the American River so they can safely pass a flow of 160,000 cfs. The project has installed roughly 24 miles of slurry wall up to depths of 80 feet, raised levees to provide adequate freeboard, addressed slope stability issues, and corrected some erosion problems. The majority of levee work has been completed, with the exception of approximately 14 locations in the levee that do not have a slurrywall installed due to conflict with existing infrastructure (SAFCA 2013b).

The Common Features General Re-evaluation Report is planned for 2014. This report will investigate the flood protection system along the American River, Natomas, the east side of the Sacramento River, and the levees in North Sacramento to identify what improvements are needed to bring the system up to a 200-year standard (SAFCA 2013b).

Sacramento Bank Protection Project

This program addresses long term erosion protection along the Sacramento River and its tributaries. Within the Sacramento area, bank protection measures typically consist of large angular rock placed to protect the bank topped with a layer of soil/rock material to allow vegetation re-grow back on the bank. In addition, dead trees may be added to the mixture for additional habitat value. Construction under this program is ongoing, occurring at several identified hazard areas each year (SAFCA 2013c).

South Sacramento Streams Group Project

This project addresses flooding from Morrison, Florin, Elder, and Unionhouse creeks. The project is nearly complete. Flood walls have been constructed on Morrison Creek from Beach Lakes to Franklin Boulevard and on Unionhouse, Elder, and Florin creeks from the confluence with Morrison to Franklin Boulevard. In 2012, the City and SAFCA widened Unionhouse Creek east of Franklin in order to pass the 100-year flood. The widening of Florin Creek and a detention basin is planned for construction in 2014. These improvements will remove the large area of the A99 flood hazard zone and relieve residents of required flood insurance.

Flood Risk from Dam Failure

Dams and reservoirs have been built throughout California for water supply, flood control, hydroelectric power and recreational facilities. The storage capacities of these reservoirs range from a few thousand acre-feet to five million acre-feet. There are numerous dams that may impact the people and resources of the city of Sacramento if they were to fail. These dams include Shasta on the Sacramento River, and Folsom and Nimbus on the American River.

When dams are constructed for flood control, they are usually engineered to contain a flood with a computed risk of occurrence. They are constructed of earth, rock, concrete, or mine tailings. Two factors that influence the potential severity of a full or partial dam failure include the amount of water impounded, and the density, type, and value of development and infrastructure located downstream. If a flood occurs that exceeds the dam's designed flood capacity, that structure will either release water through its spillway or be overtopped. Overtopping is the primary cause of earthen dam failure. Dam failures can create flash floods that are catastrophic to life and property. Other causes of dam failure include any one, or a combination of, the following causes:

- prolonged periods of rainfall and flooding;
- earthquake;
- inadequate spillway capacity, resulting in excess overtopping flows;
- internal erosion caused by embankment or foundation leakage or piping;
- improper design;
- improper maintenance;
- negligent operation; and
- failure of upstream dams on the same waterway.

For planning purposes, the State Office of Emergency Services, with information from the U.S. Bureau of Reclamation and the California Department of Water Resources (DWR), has the responsibility to provide local governments with critical hazard response information, including flooding from dam inundation. The Office of Emergency Services has mapped the dam inundation zones in the City. The occurrence of dam inundation is based on extremely remote conditions.

The dam inundation map for Folsom Dam, the largest along the American River, shows that a majority of the Policy Area would be inundated with water beyond the capacity of the current flood control levees along the river if the dam failed. The floodwaters of the Folsom Dam system would affect the cities of Folsom and Sacramento and the surrounding unincorporated areas. The failure of the earthen dikes to the north of Folsom Dam would impact the relatively low areas of Sacramento County leading to Roseville. The water would then flow into the Natomas area of the City of Sacramento and then, depending on if the levees held, this water could fill the old Lake Natomas bed and possibly flood the North Highlands and Rio Linda areas. It would then flow into the American River basin, eventually arriving in downtown Sacramento.

The Sacramento Municipal Utility District inundation map indicates that a failure of the Rancho Seco Dam would flow to the Laguna Creek Basin and stop approximately at Stockton Boulevard. Failure of Shasta Dam would affect populations south along the Sacramento River basin to about Knights Landing, where it would lose momentum. Since 1950, there have been no dam failures in Sacramento County (Sacramento County 2004).

Figure 4.65 in Section 4.3.4 of the Sacramento County Local Hazard Mitigation Plan (Sacramento County 2011) shows the inundation areas in the City of Sacramento and the County. The County's Local Hazard Mitigation Plan can be viewed online at the following URL:

<http://www.waterresources.saccounty.net/Pages/Reports-DMA.aspx>

Flood Risk from Levee Failure

Urban levees in the Sacramento River Basin have been evaluated by DWR based on the Corps' Design and Construction of Levees Engineering Manual 1110-2-1913 and the DWR Interim Levee Design Criteria for Urban and Urbanizing Areas in the Sacramento-San Joaquin Valley, Version 4 (DWR 2011). This hazard classification process mapped the relative levee conditions in the Sacramento River Basin. Within the Policy Area, most levees along the American River, and along the Sacramento River between the American River confluence and the Pocket Area, are lower concern. In the northern portion of the Policy Area, the levees along the Sacramento River and the Natomas East Main Drainage Canal are of higher concern. There are also smaller sections of higher concern along the northern bank of the American River from the Natomas East Main Drainage Canal to the Sacramento River confluence, and the western bank of the Sacramento River through the Pocket Area.

In partnership with the County of Sacramento, the City of Sacramento has prepared a series of detailed maps of inundation patterns following hypothetical levee breaks. These maps include flood depths, rescue areas, evacuation areas, and potential evacuation routes. Places expected to fill with between 1 and 26 feet of water within 10 days are identified as evacuation areas. Where flood waters may reach a depth of at least 1 foot within 2 hours of a levee failure, people are more likely to be stranded and require rescue; these areas are mapped as rescue areas. The location of the rescue areas depends on the modeled levee breaches.

Potential Future Flood Hazards from Climate Change

The scientific community is continuously increasing its understanding of the effects of global climate change, including the potential for an increase in flood hazards from altered meteorology and sea level rise. State, regional, and local governments in California have also been developing their awareness of the potential statewide and region-specific risks. It is important, especially for areas protected from flooding by levees, to consider the potential for climate change to adversely affect flood risks. According to the 2009 California Climate Adaptation Strategy, California's water systems are designed and currently operated to strike a balance between water storage for the dry months and flood protection during the winter and spring, when heavy rainstorms, runoff, and snowmelt can cause downstream flooding. While some climate models predict an overall drying of California's climate, there are also predictions of continued risks from intense rainfall events that can generate more frequent and/or more extensive runoff and flooding in the future (Natural Resources Agency 2009). In 2011, the California Ocean Protection Council adopted a resolution that included sea-level rise projections of 14 inches by 2050 and 55 inches by 2100, which are the averages of multiple models (COPC 2011). Sea-level rise could exacerbate flood risk in low-lying, levee-protected areas close to the Delta. Predictions of more extreme future flooding are echoed by the 2012 CVFPP; however, the CVFPP also explains that the development of climate-change influenced, flood hydrology modeling is a complicated exercise that must account for many uncertainties. DWR, in partnership with the USACE, is in the process of developing updated hydrologic modeling that includes the effects of climate change. This updated modeling will be used for technical evaluations leading to the 2017 update of the CVFPP (DWR 2012).

Flooding Information Required in the General Plan

California Government Code Section 65302 requires General Plans to include a series of flood-related exhibits, including the 200-year flood plain (as illustrated in Figure 7-3) and the FIRM maps with hazard area zones (as provided in Figure 7-2). The additional required information is described briefly below with web links to the maps.

California Water Code Section 9610(d) Maps. As directed by California Water Code Section 9610(d), DWR has developed and released floodplain maps for existing urban and adjacent urbanizing areas in the event of the failure of the SPFC facilities during flooding that has a 1-in-200 chance of occurring in any given year. The maps developed pursuant to California Water Code Section 9610(d) do not affect FEMA's National Flood Insurance Program (NFIP) implementation or the target level of flood protection for USACE's federal studies. (DWR 2013) Figure 7-3 reflects DWR's most current data regarding the 200-year flood plain.

Designated Floodway Maps. The Designated Floodway refers to the channel of the stream and that portion of the adjoining floodplain reasonably required providing for the passage of a design flood; it is also the floodway between existing levees as adopted by the Central Valley Flood Protection Board (Board) or the Legislature. The Board, under Section 8609 of the Water Code, has the authority to designate floodways in the Central Valley. California Code of Regulations, Title 23, Waters, provide further details of the Board's regulatory authority. Specifically, Title 23, Article 5, Section 107 regulates uses in Designated Floodways. California Department of Water Resources (DWR) includes designated floodway maps on their internet file transfer site. The maps included for Sacramento County are located here:

ftp://ftp.water.ca.gov/fpm/designated_floodway/Sacramento%20County/

Floodplain Awareness Maps. The intent of the DWR's Awareness Floodplain Mapping project is to identify all pertinent flood hazard areas by 2015 for areas that are not mapped under FEMA's National Flood Insurance Program (NFIP) and to provide the community and residents an additional tool in understanding potential flood hazards currently not mapped as a regulated floodplain. The awareness maps identify the 100-year flood hazard areas using approximate assessment procedures. These floodplains are shown simply as flood prone areas without specific depths and other flood hazard data. Currently, the only Awareness Floodplain Map available within the City of Sacramento is for the area south of Florin Road, available at the following website:

http://www.water.ca.gov/floodmgmt/lrafmo/fmb/fes/awareness_floodplain_maps/sacramento/

Levee Flood Protection Zone Maps. The Levee Flood Protection Zone (LFPZ) maps were developed by DWR as required by Water Code Section 9130 to increase awareness of flood risks associated with State-Federal levees. The maps should not be confused with FEMA's FIRMs used for the National Flood Insurance Program. They are not showing the same type of flood hazard and they were prepared for different purposes. LFPZ maps estimate the maximum area that may be flooded, if a State-Federal levee fails, with flows at maximum capacity that may reasonably be conveyed. These maps specifically focus on flood risks associated with State-Federal levees. Lands within the Levee Flood Protection Zone may also be subject to flooding due to other factors including, but not limited to, levee failure at flows less than design capacity, overtopping of a levee, drainage problems, or other types of flooding from sources on the land side of the levee. Lands not mapped within a LFPZ may also be subject to flood risk. The LFPZ for the Sacramento River Basin is available at DWR's website:

http://www.water.ca.gov/floodmgmt/lrafmo/fmb/docs/SacramentoRiver_LFPZ_Map.pdf

Sacramento Flood Maps. The City and County of Sacramento have prepared detailed maps showing hypothetical levee breaks, inundation levels and the time it would take for waters to rise in affected neighborhoods, and rescue and evacuation zones. These maps are available at the following URL:

http://www.cityofsacramento.org/utilities/flood-ready/city_county_neighborhood_flood_depth_maps.cfm

The breaks on these maps are hypothetical and do not indicate a weakness in the levees at that particular location. The colorful maps come in pairs. One map shows where the water would flow over time and how deep it would get given the hypothetical flooding scenario. Each sample levee break location represents a hypothetical failure along that general stretch of levee. They do not depict known weak points or other issues that suggest a break would occur there versus anywhere else. The corresponding map shows the evacuation areas and evacuation routes and rescue areas.

Dam Inundation Map. As mentioned above, the inundation areas in the City of Sacramento and the County are shown in Figure 4.65 in Section 4.3.4 of the Sacramento County Local Hazard Mitigation Plan (Sacramento County 2011), which can be viewed online at:

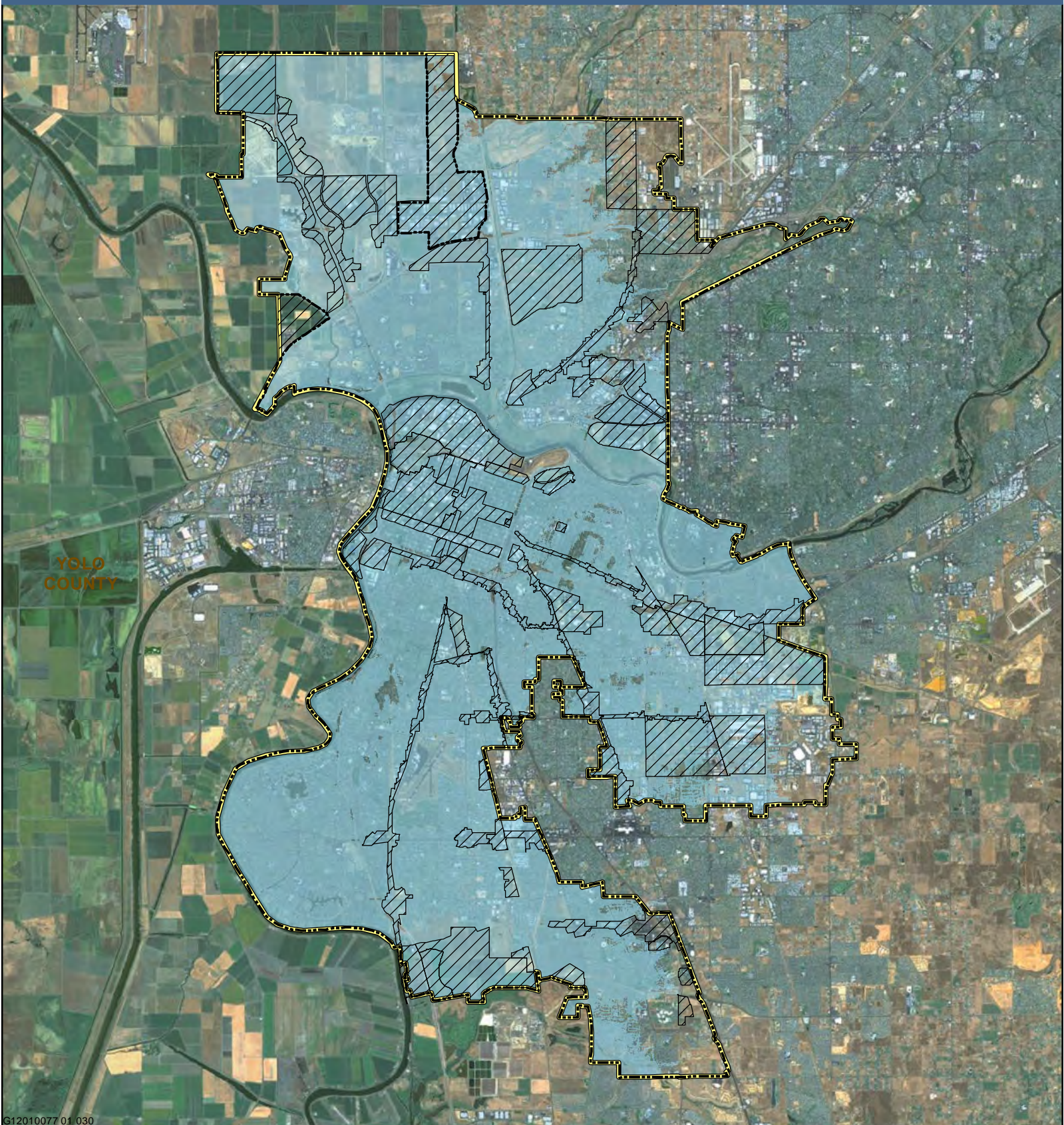
<http://www.waterresources.saccounty.net/Pages/Reports-DMA.aspx>

Historic Flooding. The Sacramento County Local Hazard Mitigation Plan includes Figure F.11 that illustrates the history of the City of Sacramento floodplains from prior to 1986 to 2007 and beyond. The Figure includes the history of the flood hazard mapping process for the City, as well as the construction of various flood protection facilities. Figure F.11 is on page F.41 of Annex F of the Local Hazard Mitigation Plan, which is available online at the following URL:

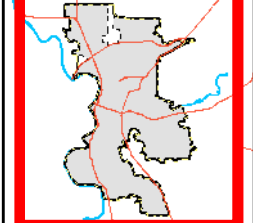
<http://www.waterresources.saccounty.net/Pages/Reports-DMA.aspx>

For a broader discussion of flooding history within the statewide context, Attachment C of DWR's *California's Flood Future* provides a history of flood management in California. (DWR 2013) Attachment C is available at the following URL:





http://www.water.ca.gov/sfmp/resources/Attachment_C_History.pdf

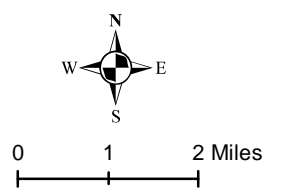


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Legend

 200-year Floodplain	 City Limits
 2030 General Plan Opportunity Areas	 Policy Area



0 1 2 Miles

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Regulatory Context

Federal

U.S. Army Corps of Engineers.

USACE has nationwide responsibility for flood management. In California, flood management is performed through a combination of projects operated by USACE, Reclamation, the State, local maintaining agencies, and private proponents, all under official USACE flood management plans. Laws and regulations related to USACE functions are described below.

Flood Control Acts

The following Flood Control Acts have been enacted which affect the Sacramento region.

- The Flood Control Act of 1917 was enacted in response to costly floods in the lower Mississippi Valley, the Northeast, and the Ohio and Sacramento valleys between 1907 and 1913. It authorized the formation of the State/federal Sacramento River Flood Control Project which includes most of the levees, weirs, control structures, bypass channels, and river channels that make up the SPFC in accordance with initial plans contained in the 1910 California Debris Commission report as modified in 1913 and subsequently modified and extended by the Acts of 1928, 1937, and 1941.
- The Flood Control Act of 1936 was enacted as part of the federal New Deal legislation to stimulate the national economy during the Great Depression. This act declared flooding to be a menace to the national welfare and directed the federal government (USACE and the U.S. Department of Agriculture) to improve, or participate in improving, navigable waters or their tributaries if the benefits would exceed costs, and if the lives and social security of people would be adversely affected. The legislation also enabled the federal government to enter into compacts with states or other local agencies for flood management projects.
- The Flood Control Act of 1944 was passed (and amended in 1950) to formally assign the duties of flood management and navigation to USACE, and for federal authorization of projects on the Sacramento and San Joaquin rivers and tributaries. The act authorized construction of Folsom Lake in the Sacramento River Flood Control System.
- The Flood Control Act of 1960 authorized the Sacramento River Bank Protection Project to preserve the integrity of the Sacramento River Flood Control Project levee system.

Operations and Maintenance Controls, Flood Control Projects

The maintenance and operation of federal project levees is discussed in Title 33, Section 208.10, of the Code of Federal Regulations (33 CFR 208.10), Local Flood Protection Works; Maintenance and Operation of Structure and Facilities. This regulation outlines federal regulatory requirements for the maintenance and operation of structures and facilities that compose the State/federal flood protection system. It, along with Section 14 of the Rivers and Harbors Appropriation Act (Title 33, Section 408 of the U.S. Code), is the basis for requiring permission from USACE before any major

change in maintenance and operations at federal project levees and other facilities such as pumping plants can occur. It also specifies the responsibilities of the maintaining superintendent, necessary inspections, operations and maintenance reporting requirements, maintenance requirements, and high-water/flood operations for local maintenance of federal structures and flood facilities.

Water Resources Development Acts

Several Water Resources Development Acts have been enacted, which affected funding and environmental goals for USACE flood management projects.

- The Water Resources Development Act (WRDA) of 1986 was the first major “omnibus” projects authorization bill for USACE in 16 years and authorized more than 270 USACE projects for study or construction. It also contained environmental provisions addressing issues such as mitigation, enhancement and modification of USACE projects to improve the environment and authorized more than \$500 million in fish and wildlife mitigation/enhancement features. The WRDA of 1986 directed the Secretary of the Army to issue new guidelines for crediting against the nonfederal share of project costs for flood work carried out by local interests. Prior cost-share provisions for a cash contribution of 5 percent of the cost of the project and the requirement for local provision of lands, easements, rights-of-way, relocations and disposals (LEERD) remained unchanged. The WRDA of 1986 set a 25 percent minimum to 50 percent maximum contribution with LEERD and the cash contribution credited toward this percentage cost share.
- The WRDA of 1990 added environmental protection as a primary mission for USACE. The WRDA of 1990 amended the WRDA of 1986 to treat as construction the costs of planning and engineering for projects for which nonfederal interests contributed 50 percent or more of the cost of the feasibility study.
- The WRDA of 1996 amended cost sharing requirements. Nonfederal sponsors are required to contribute a minimum of 35 percent to a maximum of 50 percent.
- The WRDA of 1999 amended the Flood Control Act of 1936 to authorize funds contributed by states and other political subdivisions for environmental restoration work, in addition to flood management.

Federal Emergency Management Agency.

FEMA is responsible for maintaining minimum federal standards for floodplain management within the United States and territories of the United States. As discussed below, FEMA plays a major role in managing and regulating floodplains, which are defined as lowland and relatively flat areas adjoining inland and coastal waters that are subject to a 1-percent or greater chance of flooding in any given year (100-year floodplain).

National Flood Insurance Act of 1968

The National Flood Insurance Program (NFIP) offers flood insurance to homeowners, renters, and business owners in participating communities. These communities agree to adopt and enforce ordinances that meet or exceed requirements established by FEMA to reduce the risk of flooding. FEMA administers the National Flood Insurance Program and delineates areas subject to flood

hazard on FIRMs for each participating community. The FIRMs show Special Flood Hazard Areas (areas subject to inundation by a flood that has a 1 percent chance or greater of being equaled or exceeded in any given year). The FIRM zones within the policy area are identified on the FIRM map shown in Figure 7-2 and are defined by FEMA as follows.

- Zone A: Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zone A99: Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may only be used when the flood protection system has reached specified statutory progress toward completion. No Base Flood Elevations (BFEs) or depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zones AE: Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zone AH: Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- Zone AR: Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection. Mandatory flood insurance purchase requirements and floodplain management standards apply.

The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded). The 100-year flood is the national minimum standard to which communities regulate their floodplains through the National Flood Insurance Program.

Flood Insurance Reform Act of 2012 (Biggert-Waters Act)

In 2012, Congress passed this act which calls on FEMA to make a number of changes to the way the NFIP is run. The legislation requires the NFIP to raise flood insurance rates to reflect true risk, make the program more financially stable, and change how FIRM updates impact policyholders. The changes will mean premium rate increases for policyholders over time.

State

California Department of Water Resources

DWR was created after severe flooding occurred across Northern California in December 1955. DWR established the Division of Flood Management in November 1977, although flood forecasting and flood operations were integral functions of DWR and its predecessor agencies (e.g., Department of Public Works) for about a century. Today, the functions of statewide flood forecasting, flood operations, and other key flood emergency response activities are the primary missions of the Division's Hydrology and Flood Operations Office. As mandated by the California Water Code, DWR has responsibility for the supervision of dams and reservoirs, which is delegated to the Division of Safety of Dams.

DWR's Division of Flood Management, through its Central Valley Flood Planning Office, and the FloodSAFE Program Management Office are carrying out the work of the agency's FloodSAFE California Program, which partners with local, regional, State, Tribal, and federal officials in creating sustainable, integrated flood management and emergency response systems throughout California. Flood control legislation of 2007 and 2008 directed DWR to prepare a flood control system status report for the SPFC and CVFPP.

Central Valley Flood Protection Board

The CVFPB was authorized by Sections 8520–9110 of the California Water Code and established in 1911. Section 8590 of the Water Code describes the Board's powers:

To carry out the primary [S]tate interest described in Section 8532 [of the California Water Code], the [B]oard may do any of the following:

(a) Acquire either within or outside the boundaries of the drainage district, by purchase, condemnation or by other lawful means in the name of the drainage district, all lands, rights-of-way, easements, property or material necessary or requisite for the purpose of bypasses, weirs, cuts, canals, sumps, levees,

overflow channels and basins, reservoirs and other flood control works, and other necessary purposes, including drainage purposes.

(b) Construct, clear, and maintain bypasses, levees, canals, sumps, overflow channels and basins, reservoirs and other flood control works.

(c) Construct, maintain, and operate ditches, canals, pumping plants, and other drainage works.

(d) Make contracts in the name of the drainage district to indemnify or compensate any owner of land or other property for any injury or damage caused by the exercise of the powers conferred by this division, or arising out of the use, taking, or damage of any property for any of the purposes of this division.

(e) Collaborate with [S]tate and federal agencies, if appropriate, regarding multiobjective flood management strategies that incorporate agricultural conservation, ecosystem protection and restoration, or recreational components.

California Central Valley Flood Protection Act of 2008

In 2007, the California Legislature passed a package of several related flood bills, which included a requirement to prepare a Central Valley Flood Protection Plan (CVFPP). Additional requirements for the CVFPP were added in the California Central Valley Flood Protection Act of 2008 (Senate Bill 5), which also defined objectives, codified in California Water Code Section 9616, for reducing the risk of flooding in the Central Valley. The 2007 and 2008 legislation requires DWR to prepare, and update every five years, the CVFPP. The plan is intended to describe both structural and nonstructural means for improving the performance of the levees, weirs, bypasses, reservoirs, and other State Plan of Flood Control facilities.

The Central Valley Flood Protection Act requires that urban and urbanizing areas within the planning area make certain findings related to the provision of a minimum 200-year level of flood protection before making certain land use decisions. The legislation also requires each city and county within the Sacramento-San Joaquin Valley to amend its general plan to include data, analysis, goals, and policies for protection of lives and property, and related feasible implementation measures. With implementation of the Sacramento River Basin major capital improvements under consideration in the 2012 CVFPP, including urban levee improvements on the northern bank of the American River and along NEMDC, the Policy Area would be able to meet the required findings for an urban level of flood protection (DWR 2012).

Water Code Sections 9602 and 9621

The 200-year floodplain is defined by this Water Code Section 9602 as the minimum urban level of flood protection in the Sacramento-San Joaquin Valley. Water Code Section 9621 requires counties to collaborate with cities to develop flood emergency plans.

Government Code Sections 65302 and 65860

Under these statutes, Cities and Counties are required to amend the land use, conservation, and safety elements of their general plans to address flood risks. The code requires annual review of the land use element for areas identified by FEMA or DWR floodplain mapping. The code also stipulates that the safety element must establish a set of comprehensive goals, policies, objectives, and feasible implementation measures to protect communities from the unreasonable risks of flooding. Zoning ordinances must then be amended for consistency with the modified general plans.

Government Code Sections 65865, 65962, and 66474

These statutes pertain to areas within a flood hazard area and serve to limit their development, except where certain findings can be made related to provision of a 200-year level of flood protection in urban and urbanizing areas or a 100-year level of flood protection in nonurbanized areas.

Local Flood Protection Act of 2008

This act allows, but does not require, a local agency to prepare a local plan for flood protection. If developed, these local plans should be consistent with the CVFPP.

State of California Uniform Building Code

The State of California Building Code (CBC) contains requirements for constructing structures in flood hazard areas. Flood hazard areas are established as areas of special flood hazard as identified by the Federal Emergency Management Agency's Flood Insurance Study (FIS) as adopted by the local authority having jurisdiction where the project is located, as amended or revised with the

accompanying Flood Insurance Rate Map (FIRM). The CBC contains standards for the construction of new buildings, structures, and portions of buildings and structures, including substantial improvements and restoration of substantial damage to buildings and structures. These structures are to be designed and constructed to resist the effects of flood hazards and flood loads (CBC Section 1612A).

Local

Sacramento Area Flood Control Agency Act of 1990

SAFCA was formed as a Joint Exercise of Powers Agreement to address the Sacramento area's vulnerability to catastrophic flooding. SAFCA's mission is to provide the region with at least a 100-year level of flood protection as quickly as possible while seeking a 200-year or greater level of protection over time. Under the Sacramento Area Flood Control Agency Act of 1990, the California Legislature has given SAFCA broad authority to finance flood control projects and has directed the Agency to carry out its flood control responsibilities in ways that provide optimum protection to the natural environment.

Sacramento County Office of Emergency Services

The Sacramento Office of Emergency Services (SacOES) coordinates the overall City of Sacramento and countywide response to large scale incidents and disasters. SacOES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures in response to and recovery from disasters; and developing and providing preparedness materials for the public.

American River Flood Control District

The American River Flood Control District (ARFCD), formed in 1927 by the State Legislature, maintains 40 miles of levees along the American River and portions of Steelhead, Arcade, Dry Creek, and Magpie Creek.

Reclamation District 1000

Reclamation District 1000 (RD1000) is a State-Legislature-created special district that has been providing flood protection and public safety to the Natomas Basin since 1911. RD 1000 is responsible for maintaining over 40 miles of levees surrounding the perimeter of the Natomas Basin to keep floodwaters from the Sacramento River, American River, Natomas East Main Drain Canal, Pleasant Grove Creek Canal, and Natomas Cross Canal out of the basin. RD 1000 also operates and maintains hundreds of miles of canals and seven pump stations to collect and safely discharge rain that falls within the Natomas basin back into the river.

Maintenance Area 9

Maintenance Area 9 (MA9) is operated by the State of California, Department of Water Resources. MA9 maintains the levees on the east side of the Sacramento River downstream of Sutterville Road to Snodgrass Slough in the County.

City of Sacramento

The City of Sacramento maintains the levees on the Sacramento River from the confluence with the American River downstream to Sutterville Road. The City also maintains the levees/floodwalls within the South Sacramento Streams Group (Morrison Creek).

Findings

- Major surface water resources in the Policy Area include the Sacramento River, the American River, and other natural and man-made drainage features. Flood control facilities along the rivers in Sacramento include a comprehensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels.
- Over the course of the Sacramento's past, floods have been the most frequent and considerable natural hazard that has affected the City. Three different types of floods that include flash, riverine, and urban stormwater often occur as a result of severe weather and excessive rainfall, either in the City or in areas upstream of the city.
- Within the Policy Area, 19,651 acres are within the 100-year flood hazard zone and 56,543 acres are within the 200-year floodplain.
- An increase in the urbanization within the Policy Area will increase the number of structures and people exposed to the risks of flooding from floods that are greater than the 100-year flood event.
- The OES has mapped the dam inundation zones in the City. The dam inundation map for Folsom Dam, the largest along the American River, shows that a majority of the Policy Area would be inundated with water beyond the capacity of the current flood control levees along the river. The occurrence of dam inundation is based on extremely remote conditions.

7.3 Fire Hazards

Introduction

This section provides a general description of the urban and wildland fire hazards that exist within the Policy Area, based upon information provided within the City's 2002 Multi-Hazard Emergency Plan, the 2004 Sacramento County Multi-Hazard Mitigation Plan (Sacramento County 2004), and written communication from the City's Fire Department. Resources available to respond to fires are presented in Section 5.2 Fire Protection; City and County response measures to wildland fires and other emergencies are detailed in Section 7.6 Emergency Response.

Existing Conditions

Fire season in the Policy Area extends from early spring to late fall. Hazards arise from a combination of hot weather, an accumulation of vegetation, and low moisture content of the air. If coupled with high winds and years of drought, these conditions can compound the potential impact of a fire.

Major fires are typically classified as either urban fire or wildland fire. A third classification, the urban wildfire, is beginning to be recognized as the population of the Policy Area becomes less concentrated in urban areas and disperses into the more heavily-vegetated wildland/urban interface.

There are three major factors that sustain wildfires and allow for predictions of an area's potential to burn: fuel; topography; and weather. Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is classified by type and by volume. Fuel sources are diverse and include everything from dead tree needles and leaves, twigs, and branches to dead standing trees, live trees, brush, and cured grasses. Man-made structures and other associated combustibles are also considered fuel sources. The type of prevalent fuel directly influences the behavior of wildfire. Light fuels, such as grasses, burn quickly and serve as a catalyst for fire spread. An area's terrain and land slopes, or topography, also affect its susceptibility to wildfire spread. Fire intensities and rates of spread increase as slope increases due to the tendency of heat from a fire to rise via convection.

Weather components such as temperature, relative humidity, wind, and lightening also affect the potential for wildfire. High temperatures and low relative humidity dry out the fuels that feed the wildfire, creating a situation where fuel can more readily ignite and burn more intensely. Therefore, the threat of wildfire increases during periods of drought. Wind is the most influential weather factor. The greater a wind, the faster a fire will spread, and the more intense it will be. Although significant winds can occur in the Policy Area, the winds most frequently occur during the winter storm season, not during the summer fire season.

Grass fires are an annual threat in the unincorporated areas of Sacramento County, especially within recreational areas such as the American River Parkway. Primarily because there is no forest or rangeland to burn, there is little or no risk to ecosystem health from wildfire in Sacramento County (Sacramento County 2004). The State of California has designated the eastern edge of Sacramento County, over 10 miles east of the Policy Area, as a moderate fire hazard zone. There are no state fire hazard areas in the Policy Area (Cal Fire 2007).

Urban Fire Hazard

Although structural fires can occur in any developed area, there are two areas that are particularly susceptible to fire hazard: older commercial buildings in Downtown Sacramento; and older dwelling units in lower socio-economic neighborhoods. Older building standards and fire codes used in the construction of these structures, use of non-fire-resistive construction materials, and lack of internal sprinklers or other fire safety systems may make these structures more susceptible to fires.

Wildland Fire Hazard

Sacramento is a developed city that has relatively few remaining wildland areas. Areas of the city that have been identified as fairly susceptible to an urban wildfire are generally along the American River Parkway from Watt Avenue to the Sacramento River and along the Garden Highway in the Natomas area. The American River Parkway near Cal Expo is the only wildfire hazard area within the city that is recognized in the Multi-Hazard Mitigation Plan (Sacramento County 2004).

The American River Parkway is a stretch of dense trees and brush on both sides of the American River. The property is owned by the State of California, maintained by the Sacramento County Parks Department, and protected from fire by the Sacramento City Fire Department. The area consists of natural habitat with no fire break areas. Fire equipment access is difficult and limited to the paved stretches of the bicycle path. Some of the potential fire areas are not accessible to vehicular traffic.

To meet the challenge of wildland fires in undeveloped portions of the Policy Area, Metro Fire maintains and operates an air operations program. Included as part of Metro Fire's scope, is the operation of one firefighting/rescue helicopter located at Station 114 (McClellan Air Field).

Regulatory Context

Federal

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The code contains specialized technical regulations related to fire and life safety.

State

California Fire Code (Title 24, Part 9, California Code of Regulations)

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This code prescribes regulations consistent with nationally-recognized good practices for safeguarding life and property from the hazards of fire explosion and dangerous conditions arising from the storage, handling, and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

Local

County of Sacramento Municipal Code

Chapter 17.04 (Uniform Fire Code). This chapter adopts the California Fire Code, Title 24, California Code of Regulations, Part 9, incorporating the Uniform Fire Code, which prescribes regulations governing conditions hazardous to life and property from fire or explosion. The provisions thereof are applicable within the limits of Sacramento County, except for any inconsistent regulations and ordinances adopted pursuant to applicable law by a fire protection district or a community service district having a fire department within the County that are controlling within that district's jurisdictional areas.

Chapter 17.12 Weed Control. This chapter declares that the uncontrolled growth and/or accumulation of grass, weeds or other materials or obstructions on sidewalks, streets, and on lands or lots is dangerous or injurious to neighboring property and the health or welfare of residents. In

addition, this is a public nuisance in that it creates a condition that reduces the value of private property, promotes blight and deterioration, invites plundering, creates fire hazards, constitutes an attractive nuisance creating a hazard to the health and safety of minors, creates a harbor for rodents and insects and is injurious to health, safety and general welfare. This chapter provides regulations associated with enforcement and inspection of such hazards, such as required firebreaks.

City of Sacramento Municipal Code. The Sacramento Municipal Code contains various titles, chapters, and sections that are associated with fire hazards in that they prescribe regulations to protect the life and safety of residents and property through appropriate building construction standards, weed abatement procedures, and other techniques. Those listed below are directly applicable to fire hazards within the Policy Area.

Chapter 15.36 Fire Code Adopted. This chapter, also known as the “fire prevention code” of the city, generally adopts the Uniform Fire Code with deletions, amendments, and additions, as appropriate.

Section 8.100.630 Fire Hazard. Listed under Chapter 8.100 (Housing Code), which provides minimum requirements for the protection of life, limb, health, property, safety, and welfare of the general public and the owners and occupants of residential buildings, this section defines fire hazards. Specifically, “any building or portion thereof, device, apparatus, equipment, combustible waste, or vegetation which, in the opinion of the city fire marshal or his or her deputy, is in such a condition as to cause a fire or explosion or provide a ready fuel to augment the spread and intensity of fire or explosion arising from any cause, shall be deemed to be a fire hazard.”

Findings

- The City has identified areas characterized by older buildings constructed prior to requirements for fire-resistant construction materials, internal sprinklers, and other precautions. These areas pose an increased urban fire hazard.
- The areas along the American River Parkway from Watt Avenue to the Sacramento River (especially in the vicinity of Bushy Lake) and along the Garden Highway in the Natomas area are susceptible to wildlife fires.

7.4 Aviation Hazards

Introduction

This section provides a brief description of airports operating in and near the plan area. Information has been derived from several sources, including the airport master plans. Aviation facilities are further discussed in Section 3.5.

Existing Documents

Aviation System

Executive Airport, located in South Sacramento, is the only airport in the Policy Area. Three additional airports have safety zones that include parts of the Policy Area: Rio Linda Airport; McClellan Airfield; and Sacramento International Airport. Other nearby airports include Mather Field, located east of the Policy Area, and Franklin Field, located south of the Policy Area. A brief summary of physical and operational conditions the airports that maintain safety zones in the Policy Area is provided below. Figure 3-9 identifies airport locations.

Executive Airport

Executive Airport is located on Freeport Boulevard in South Sacramento. The airport is owned by the City of Sacramento and operated by the Sacramento County Airport System, which has overall responsibility for the operation of the airport on a daily basis. Executive Airport is the area's principal facility for accommodating general aviation. Executive Airport supports aircraft ranging from single engine aircraft to helicopters, larger business and corporate turbine (jet) powered aircraft, and commercial passenger charter flights. The airport does not have scheduled commercial passenger service activity. It has three intersecting runways; the largest runway is 5,503 feet long and 150 feet wide. The airport does not currently have an aircraft rescue and fire fighting facility; however, the City of Sacramento Fire Department is located off Freeport Boulevard, immediately northwest of the airport (Sacramento County 2010).

Rio Linda Airport

Rio Linda Airport is privately owned and is not part of the Sacramento County Airport System. It is located one mile south of Rio Linda and immediately north of the Policy Area. It has one runway that is approximately 2,625 feet long and 42 feet wide. A total of 163 aircraft are based at the airport, with most being single-engine planes. Rio Linda Airport serves local general aviation and transient general aviation purposes.

McClellan Airfield

McClellan Airfield, formerly McClellan Air Force Base, is also located outside of the city but is adjacent to the northeast corner of the Policy Area. McClellan Airfield, although managed by the County Airport System, is under the County's Department of Economic Development and Intergovernmental Affairs. McClellan Airfield is owned by Sacramento County and has one runway that is 10,600 feet long and 200 feet wide. The airfield has about 84 aircraft with three single-engine, 54 multi-engine, and 19 jet-engine airplanes, four helicopters, and four military aircraft. McClellan Airfield serves air taxi purposes, military, transient general aviation, and limited local general aviation purposes.

Sacramento International Airport

Sacramento International Airport provides commercial air service for the region. Sacramento International Airport is located outside the Policy Area, 10 miles northwest of downtown Sacramento. The airport is owned by Sacramento County and has two runways. The longest runway is 8,605 feet long and 150 feet wide. Sacramento International Airport serves millions of passengers each year, and passenger air traffic is anticipated to increase by 3.5 percent per year in the future. Sacramento International serves commercial, local general aviation, air taxi, and limited military

purposes. The County Board of Supervisors adopted a 2007 Sacramento International Airport Master Plan, which establishes a program for the improvement of existing facilities and the development of facilities at the Airport over the next 20 years. A comprehensive undertaking, the process identifies the type and extent of facilities that are required to meet projections of aviation demand and evaluates a full range of alternatives for improving facilities consistent with forecast requirements. All functions at the Airport are considered, including the airfield, terminal and related passenger services, cargo, general aviation, airport support, and access (Sacramento County 2007). The planning process is currently underway for a 2014 Draft Master Plan.

Mather Airport

Mather Airport primarily accommodates the region's all-cargo carriers. It is located 10 miles east of Sacramento and has two runways. The longest runway is 11,301 feet long and 150 feet wide. Approximately 152 aircraft are based at the airport, including 35 single-engine, 36 multi-engine, and three jet-engine airplanes, 37 helicopters, and 41 military aircraft. Mather Airport serves local general aviation, air taxi, transient general aviation, commercial, and military purposes. There is a 24-hour first response aircraft rescue and firefighting facility onsite (Sacramento County 2004).

Franklin Field

Franklin Field is a rural airport used primarily for pilot flight training and aviation-related agricultural applications. It is located approximately 20 miles south of downtown Sacramento, and outside of the Policy Area. Franklin Field is currently a public use airport owned and operated by Sacramento County. The airport has two intersecting runways, each approximately 3,000 feet long and 60 feet wide. The facility is considered an uncontrolled airport since it does not have an air traffic control tower or personnel. There are approximately 36,000 operations each year at Franklin Field, including flight training. The airport was acquired by the County of Sacramento in 1947 from the federal government under the Surplus Property Act of 1944 and was the former site of bomber training during World War II. The Elk Grove Fire Department is located approximately eight miles northeast of the Airport and provides fire and emergency response services to the site (Sacramento County 2008).

Aircraft Crash Hazards

Sacramento International Airport poses the greatest risk for aircraft crash hazards within the Policy Area due to its 24-hour operation and large number of flights and passengers. Parts of the Policy Area fall within the airport's designated flight paths, but only at high altitudes. Therefore, the risk of an aircraft crash incident in the region causing a hazard to large populations is reduced.

The City of Sacramento Fire Department has mutual aid agreements with other agencies that could provide assistance in the event of an aircraft accident. Sacramento International Airport, Mather Airport, and McClellan Airfield all have airport crash vehicles that could assist in the event of an accident in the Policy Area. The City's Multi-Hazard Emergency Plan contains strategies to help plan for disaster events, including a major transportation incident, such as an aircraft crash, within the City.

Regulatory Context

Federal

Federal Aviation Administration Regulations

The Federal Aviation Administration (FAA) is the federal agency tasked with regulating civil aviation to promote safety, provide an air traffic control system for both military and civil aircraft, and respond to aircraft crash incidents. FAA regulations are mandated to ensure aircraft are suitable for flight to reduce the risk of crash hazards and that airports are sited and operated in a manner to pose the least possible risk to the public.

Federal Aviation Regulation Part 77

Federal Aviation Regulation (FAR) Part 77 establishes standards for determining obstructions in navigable airspace and requires that the Federal Aviation Administration Administrator receive notice of proposed construction or alteration at an airport. The standards established in FAR Part 77 apply to alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used for construction. Subsections 77.23, Standards for Determining Obstructions, and 77.25, Civil Airport Imaginary Surfaces, are applicable to the proposed project.

State

State Aeronautics Act

The California Department of Transportation (Caltrans) Division of Aeronautics performs many functions to promote aviation safety in California. The division relies upon the State Aeronautics Act, Public Utilities Code (PUC) sections 21001 et seq., to provide policies that promote safety in aeronautics. Functions of the division include the issuance of permits, regulations for airport inspection and design, planning to ensure consistency with federal regulations, and providing grants to airports to improve safety.

FAA regulations are administered at the state level by the Caltrans Division of Aeronautics. The California Department of Transportation's mission in aviation is to foster and promote the development of a safe, efficient, dependable, and environmentally compatible air transportation system. The Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at/near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans for safety, maintenance and capital improvement projects at airports.

Local

Airport Land Use Compatibility Plans

Public safety and the reduction of aviation hazards are concerns in the airport planning process. The Sacramento Area Council of Governments (SACOG) serves as the Airport Land Use Commission for Sacramento County. The Airport Land Use Commission has two primary functions: (1) the

protection of public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive noise from nearby airports; and (2) to prevent the intrusion of incompatible land uses around airports to preserve the utility of the County's airports in the future. Comprehensive Land Use Plans (CLUPs) provide safety guidelines, including building restrictions and noise compatibility for areas near airports. SACOG provides CLUPs for the following airports in the vicinity of the City: Mather Airport, McClellan Air Force Base, Rio Linda Airport, Sacramento Executive Airport, and Sacramento International Airport. (SACOG 2013)

Findings

- The Airport Land Use Commission establishes and implements standards that minimize the public's exposure to airport safety hazards and prevent the intrusion of incompatible land uses around airports.

7.5 Noise

Introduction

This section provides relevant acoustical background and the environmental noise conditions within the Policy Area by examining sources of noise attributed to freeways and highways, aircraft, railways, light rail and stationary sources. Data used in the preparation of this section are based upon field measurements, and modeling of existing noise levels from traffic data in the Policy Area.

Fundamentals of Sound, Noise, and Vibration

Sound Properties

Sound can be described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the intensity of the pressure vibrations that make up a sound. The pitch of the sound is correlated to the frequency of the sound's pressure vibration. Because humans are not equally sensitive to a given sound level at all frequencies, a special scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) does this by placing more importance on frequencies that are more noticeable to the human ear.

Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is made up of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table 7-2 lists representative noise levels for typical sources of environmental noise.

Table 7-2 Representative Environmental Noise Levels		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
NA	110	Rock Band
Jet fly-over at 100 feet	100	NA
Gas lawnmower at 3 feet	90	NA
Diesel truck going 50 mph at 50 feet	80	Food blender at 3 feet, garbage disposal at 3 feet
Noisy urban area during daytime, gas lawnmower at 100 feet	70	Vacuum cleaner at 10 feet, normal speech at 3 feet
Commercial area, heavy traffic at 300 feet	60	Dishwasher, clothes dryer
Quiet urban area during daytime	50	Large business office, dishwasher in next room
Quiet urban area during nighttime	40	Theater, large conference room (background)
Quiet suburban area during nighttime	30	Library, bedroom at night, concert Hall (background)
Quiet rural area during nighttime	20	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: California Department of Transportation, 2009.

Effects of Noise on Humans

Excessive and chronic exposure to elevated noise levels can result in auditory and non-auditory impacts to humans. Auditory effects of noise on people are those related to temporary or permanent hearing loss caused by loud noises. Non-auditory effects of exposure to elevated noise levels are those related to behavioral and physiological effects. The non-auditory behavioral effects of noise on humans are associated primarily with the subjective effects of annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning. The non-auditory physiological health effects of noise on humans have been the subject of considerable research attempting to discover correlations between exposure to elevated noise levels and health problems, such as hypertension and cardiovascular disease. The mass of research infers that noise-related health issues are predominantly the result of behavioral stressors and not a direct noise-induced response. The extent to which noise contributes to non-auditory health effects remains a subject of considerable research, with no definitive conclusions.

The degree to which noise results in annoyance and interference is highly subjective and may be influenced by several non-acoustic factors. The number and effect of these non-acoustic factors vary depending on individual characteristics of the noise environment such as sensitivity, level of activity, location, time of day, and length of exposure. One key aspect in the prediction of human response to new noise environments is the individual level of adaptation to an existing noise environment. The greater the change in the noise levels that are attributed to a new noise source, relative to the environment an individual has become accustomed to, the less tolerable the new noise source will be perceived.

With respect to how humans perceive and react to changes in noise levels, a 1 dB increase is imperceptible, a 3 dB increase is barely perceptible, a 6 dB increase is clearly noticeable, and a 10 dB increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels was developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise

source. It is probably most applicable to noise levels in the range of 50 to 70 dB, as this is the usual range of voice and interior noise levels. For these reasons, a noise level increase of 3 dB or more is typically considered substantial in terms of the degradation of the existing noise environment.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency (relative to displacement), velocity, or acceleration.

Vibration amplitudes are commonly expressed in PPV or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006). This is based on a reference value of 1 micro (μ) in/sec.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate ground vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

Construction vibrations can be transient, random, or continuous. Transient construction vibrations are generated by events such as blasting, impact pile driving, and wrecking balls. Continuous vibrations result from activities such as vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Table 7-3 describes the general human response to different levels of ground vibration-velocity levels.

Table 7-3 Human Response to Ground Noise and Vibration	
<i>Vibration-Velocity Level</i>	<i>Human Reaction</i>
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the RMS velocity amplitude
 Source: FTA 2006

Existing Conditions

Sensitive Receptors

Sensitive noise receptors typically include residences, schools, child care centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes. Each of these land use types currently occur within the Policy Area.

Sources of Noise

Land uses within the Policy Area include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the Policy Area, the primary noise source is vehicular traffic. Significant noise also occurs from airplane traffic, railroads, and various stationary sources as described below.

Freeways and Highways in the Policy Area

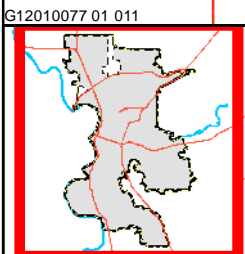
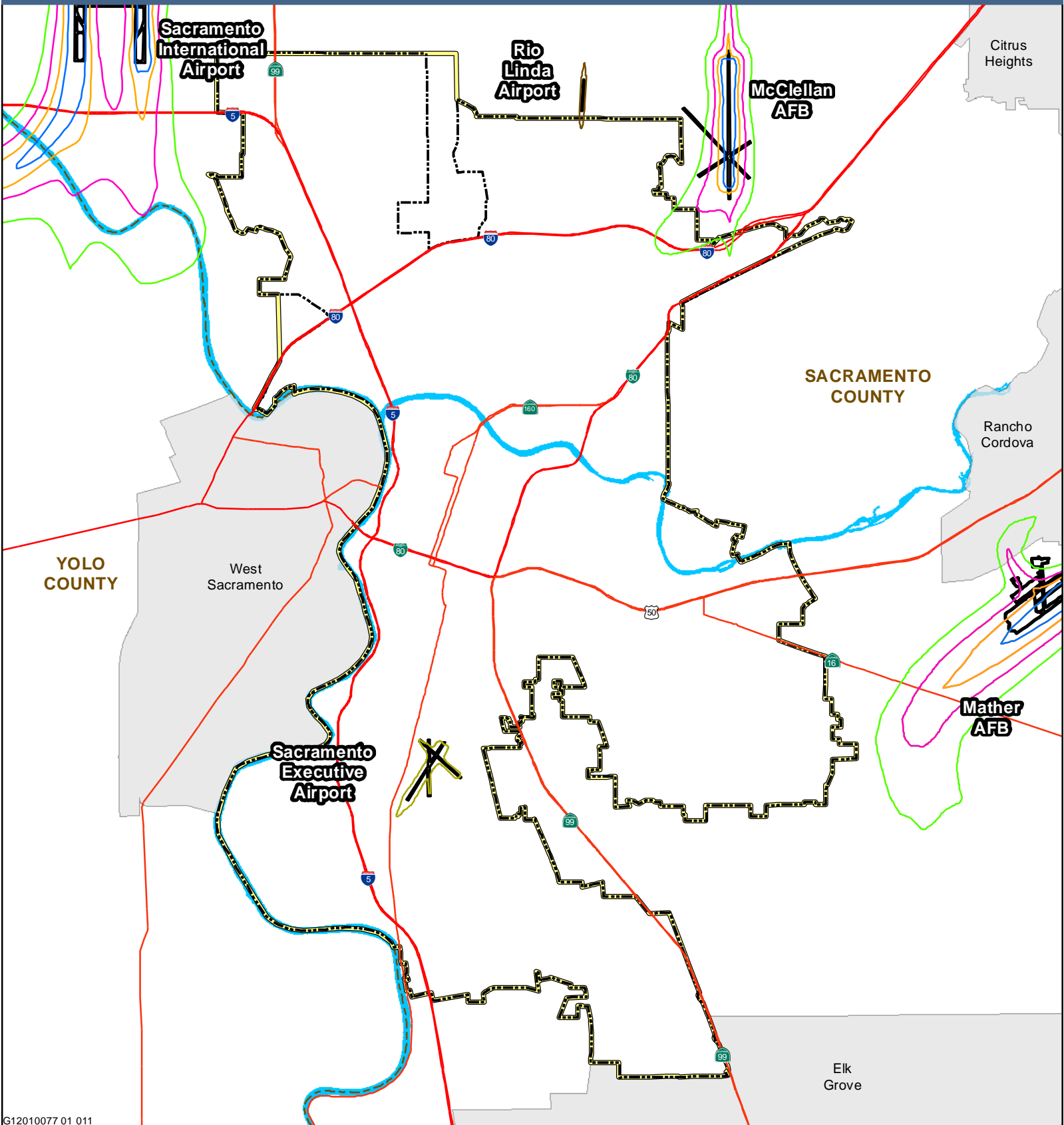
Motor vehicle noise commonly causes sustained noise levels in the vicinity of busy roadways or freeways. Several major freeways traverse the Policy Area. These include Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. The Policy Area also has many local roads that experience very high traffic volumes and contribute traffic noise. Most noise receptors, such as residences, built near these high-traffic corridors have some level of noise attenuation such as a sound wall or barrier. These receptors also have built-in interior noise attenuation that is the result of the building construction and insulation.

Noise levels affecting proposed new residences are reviewed on a project-by-project basis during the environmental review process. Residential projects that are proposed near major noise sources within the Policy Area are evaluated to determine whether they will be exposed to noise levels that will exceed applicable noise standards.

Aircraft Noise

The Policy Area is served by four airports, the Sacramento International Airport, Executive Airport, McClellan Airfield, Mather Airport. The County owns and operates the airports as part of the Sacramento County Airport System. Of these airports, Sacramento International provides almost all commercial passenger flights. McClellan Airfield, formerly McClellan Air Force Base, features a 10,600 foot lighted runway approved for day/night use, includes a full-service fixed-base operator, and is shared by the U.S. Coast Guard. Mather Airport is used primarily for air shipping purposes, but also includes fixed-base operators and CalFIRE aircraft. Executive Airport is a public-use airport that serves mostly smaller, private planes. Noise contours for Sacramento area airports are shown below in Figure 7-4.

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Legend

- | | | |
|---------|---------------------------------|-----------------|
| 75 CNEL | Executive Airport Noise Contour | Policy Area |
| 70 CNEL | Rio Linda Airport Contour | City Limits |
| 65 CNEL | Highways | County Boundary |
| 60 CNEL | Waterways | |



0 1 2 Miles

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Railway Noise

Rail lines cross through the Policy Area in a number of locations. Union Pacific trains traverse three routes:

- Generally north/south past California State University at Sacramento. This route averages approximately 17 trains per day;
- Generally north/south through downtown Sacramento. This route averages approximately 20 trains per day;
- Generally east/west through West Sacramento to the Union Pacific depot. This route averages approximately 10-12 freight trains per day.

Aside from freight trains, Amtrak passenger trains also arrive and depart from the Amtrak station located at 3rd and I streets in downtown Sacramento. The Capitol Corridor service operated by Amtrak is an intercity passenger train system serving Placer, Sacramento, and Yolo counties. It operates 32 trains daily carrying about 120,000 riders per month on average between Sacramento and San Jose, and is the fourth busiest Amtrak-operated route in the nation. Amtrak's San Joaquin Route provides intercity rail service between the Bay Area and Sacramento and Bakersfield, with bus connections to Los Angeles, Redding, Yosemite National Park and Las Vegas, Nevada. The Sacramento-to-Bakersfield segment has two daily round trips. Four daily round trips between Oakland/San Francisco and Bakersfield are also accessible by Sacramento and Elk Grove riders through Amtrak connecting buses (SACOG 2012). In addition to the noise generated by the trains themselves, noise is generated where trains intersect roadways by the warning bells used to alert motorists of a train's arrival. Railroad noise contour distances for the areas described above are provided in Appendix C.

Light Rail

Light rail transit, which is a major component of the City's transit system, also runs through the City of Sacramento along three routes: the Blue Line, the Green Line, and the Gold Line. The Blue Line runs from the Interstate 80/Watt Avenue interchange to the Meadowview area. The Green Line runs from Richards Boulevard through downtown to R Street. The Gold Line runs from Folsom to the Sacramento Valley Station in downtown Sacramento. Light rail service operates daily, beginning on weekdays at 4:00 AM, with service at 15-minute intervals throughout the day and every 30 minutes in the evening. On weekdays, trains operate until 1:00 AM on the Blue Line, until 12:00 AM on the Gold Line between Sacramento Valley Station and Sunrise Station, and until 7:00 PM from Sunrise Station to the terminus at Historic Folsom. Noise generated from light rail is characterized by the noise modeling conducted, shown in Table 7-4 and shown in Figure 7-5.

Stationary Sources

A wide variety of stationary noise sources are present in the Policy Area. The Policy Area contains many different land uses, all of which can produce noise. Residential areas are subject to noise through the use of heating and cooling equipment, and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can also generate noise through the operation of rooftop heating and cooling equipment, truck deliveries, and other operational activities. Daily activity of certain industrial uses can generate noise as well, especially those that use heavy equipment as part of normal operations such as shipping and loading, concrete

crushing, and recycling. Outdoor sporting event facilities that can attract large numbers of spectator, such as high school or college football fields, can also produce noise. The amount of noise produced depends on the size of the facility and the turnout for a specific event.

Noise monitoring results indicate that sources that would seem intuitively to generate high noise levels may not generate much noticeable noise at all. Large manufacturing facilities or utility plants often have noise producing equipment enclosed in the interior of buildings, or are located on large sites where the equipment is set far back from potential receptors. In either case, noise from actual processes ongoing at the facility may be very low or not noticeable at all beyond the facility's property line.

Existing Noise Levels

Monitored Daytime Noise Levels

To document existing ambient daytime noise levels, ten different locations were selected to determine representative noise levels for certain sources in various portions of the Policy Area. The noise levels were monitored using a Larson-Davis Model 814 precision sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Measured noise levels for each location are identified in Table 7-4 and shown in Figure 7-5.

<i>Location #¹</i>	<i>L_{eq}</i>	<i>L_{min}</i>	<i>L_{max}</i>
1 Golden State Concrete Crushing – 5980 Outfall Circle	77.4	60.0	90.4
2 Recycling Industries – 3300 Power Inn Road	79.1	59.8	104.8
3 Sahota Truck Plaza – 7891 Stockton Boulevard	73.8	60.4	95.6
4 Arden Mall Transit Center ²	87.1	N/A	98.0
5 Distribution Center – 4061 Gateway Park Boulevard	70.7	68.0	81.3
6 4th Avenue/Wayne Hultgren Light Rail Station ²	82.4	N/A	91.6
7 I Street, between 19th and 20th Streets	93.1	58.9	111.7
8 Sacramento Water Treatment Plant, corner of Fruitridge Boulevard and Freeport Boulevard ²	70.3	63.9	82.4
9 Amtrak Station – Northeast of 2nd and I Streets	78.6	67.9	96.4
10 Meadowview Light Rail Station ²	79.2	70.9	85.2

Notes:

¹Descriptions of noise measurement locations and descriptions are provided in Appendix D.

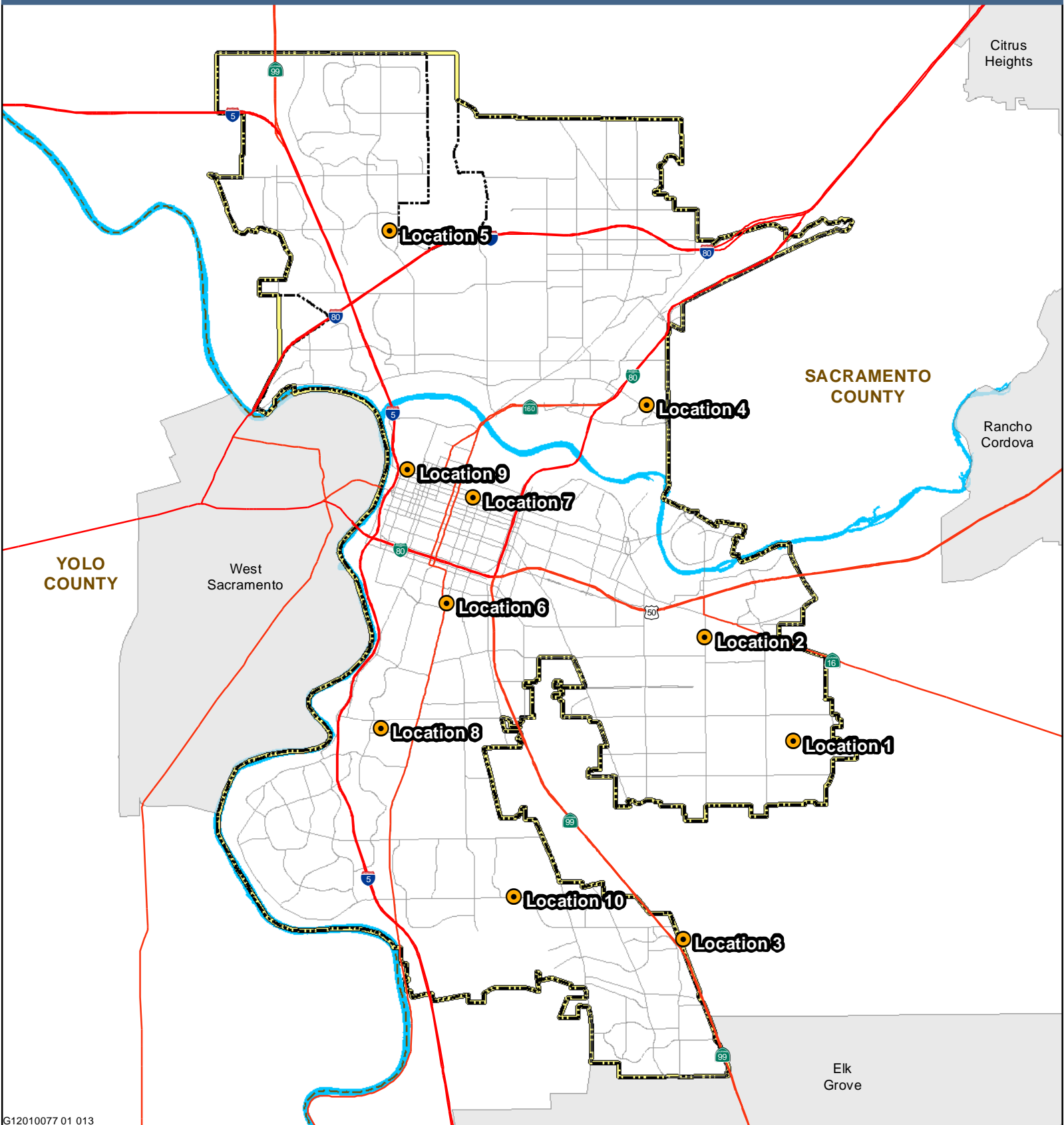
²Measurements were conducted for the Sacramento 2030 General Plan MEIR (2009) by PBS&J

All readings were taken on days with clear atmospheric conditions and little to no wind.

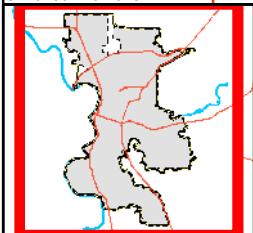
Source: EIP Associates, 2005.

Roadway Noise Levels

Existing 24-hour noise levels have been calculated for various freeways, highways, and road segments throughout the Policy Area. Noise levels were modeled for the roadways with the highest traffic volumes within the Policy Area.



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Legend

- Noise Monitoring Location
- Major Roads
- Highways
- Waterways
- Policy Area
- City Limits
- County Boundary



0 1 2 Miles

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Traffic noise modeling was consistent with FHWA and Caltrans Traffic Noise Model (FHWA 2006 and Caltrans 2009) and used traffic volume data developed for the transportation analysis (F&P 2013). The modeling is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on study area roadways were provided by the project-specific traffic report (F&P 2013). The modeling conducted does not account for any natural or human-made shielding (e.g., the presence of vegetation, berms, walls, or buildings) and, consequently, represents worst-case noise levels.

The calculated noise levels at 50 feet are presented in Appendix E along with the distances to various noise level contours. Freeways and major surface streets were the greatest sources of traffic noise.

Regulatory Setting

Federal

The Federal Noise Control Act of 1972

The basic motivating legislation for noise control in the U.S. was provided by the Federal Noise Control Act (1972), which addressed the issue of noise as a threat to human health and welfare, particularly in urban areas. In response to the Noise Control Act, the Environmental Protection Agency (EPA) published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA 1974). In summary, EPA findings were that sleep, speech, and other types of essential activity interference could be avoided in residential areas if the Ldn did not exceed 55 dBA outdoors and 45 dBA indoors. The EPA's intent was not that these findings necessarily be considered as mandatory standards, criteria, or regulatory goals, but as advisory exposure levels below which there is no reason to suspect that the general population would be at risk from any of the identified health or welfare effects of noise. The EPA Levels report also identified 5 dBA as an adequate margin of safety before an increase in noise level would produce a significant increase in the severity of community reaction (i.e., increased complaint frequency, annoyance percentages, etc.) provided that the existing baseline noise exposure did not exceed 55 dBA Ldn.

U.S. Department of Transportation

To address the human response to ground vibration, the Federal Transit Administration (FTA) of the U.S. Department of Transportation (DOT) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented below in Table 7-5:

Table 7-5 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment			
<i>Land Use Category</i>	<i>GBV Impact Levels (VdB re 1 micro-inch/second)</i>		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibration would interfere with interior operations.	654	654	654
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

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

State

The State of California General Plan Guidelines 2013 (Guidelines) promotes use of Ldn or CNEL for evaluating noise compatibility of various land uses with the expected degree of noise exposure. The designation of a level of noise exposure as "normally acceptable" for a given land use category implies that the expected interior noise would be acceptable to the occupants without the need for any special structural acoustic treatment. The Guidelines identify the suitability of various types of building construction relative the range of customary outdoor noise exposures. The Guidelines provide each local community some leeway in setting local noise standards that allow for the variability in individual perceptions of noise in that community. Findings presented in EPA Levels have had an obvious influence on the content of the State Guidelines, most importantly in the latter's choice of noise exposure metrics and in the upper limits for the "normally acceptable" exposure of noise-sensitive uses (i.e., no higher than 60 dBA Ldn or CNEL for low-density residential, which is just at the upper limit of the 5 dBA "margin of safety" defined by the EPA for noise-sensitive land use categories).

Caltrans

In 2004, the California Department of Transportation (Caltrans) published the Transportation-and Construction-Induced Vibration Manual, which provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage.

Table 7-6 presents recommended levels of vibration that could result in damage to structures exposed to continuous vibration.

<i>PPV (in/ec)</i>	<i>Effect on Buildings</i>
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Source: Caltrans 2004

Local

City of Sacramento Municipal Code

Chapter 8.68 of the City of Sacramento Municipal Code contains applicable noise regulations within City Limits, as listed below:

Section 8.68.060 – Exterior Noise Standards:

- a. The noise standards that apply to all agricultural and residential properties are:
 - 1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
 - 2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.
- b. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

<i>Cumulative Duration of the Intrusive Sound</i>	<i>Allowance Decibels</i>
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

Source: Sacramento City Code, 2012.

- c. Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.
- d. If the ambient noise level exceeds that permitted by any of the first four noise categories specified in subsection B of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

Section 8.68.070 - Interior Noise Standards:

- a. In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his or her unit that causes the noise level when measured in a neighboring unit during the periods ten p.m. to seven a.m. to exceed:
 1. Forty-five (45) dBA for a cumulative period of more than five minutes in any hour;
 2. Fifty (50) dBA for a cumulative period of more than one minute in any hour;
 3. Fifty-five (55) dBA for any period of time.
- b. If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection A of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level.

Findings

- Over the entire Policy Area, the largest source of noise is generated by vehicle traffic on freeways and surface streets. This will continue to be the noise source that affects most people in the Sacramento area. Other sources of noise exist as well. These can be grouped into three categories:
 - Non-road transportation noise: This includes noise sources such as heavy rail, light rail, and noise generated by airport operations.
 - Stationary point-source noise: Mostly heavy-commercial or industrial operations that generate noise as part of normal operations. Noise can be an issue especially where heavy equipment is consistently used in outdoor areas.
 - Places where trucks congregate: This includes truck stops, repair facilities, and distribution hubs.
- Sources that would seem intuitively to generate high noise levels, such as large manufacturing facilities or utility plants, may not generate much noticeable noise at all, due to noise-generating equipment stored inside many industrial uses and distance of equipment to the property line (and therefore distance to nearby sensitive receptors).

7.6 Hazardous Materials

Introduction

This section is based on information derived from the City of Sacramento 2005 Emergency Operations Plan, County of Sacramento 2011 Local Hazard Mitigation Plan, applicable Airport Land Use Compatibility Plans, and information from federal, state, and local agency databases. For further information on response to a hazardous materials release, see Section 7.6 Emergency Response.

Existing Conditions

Hazardous Materials Use

Hazardous materials are routinely used, stored, and transported in the Policy Area by businesses (including industrial and commercial/retail businesses), public and private institutions (such as educational facilities and hospitals), and households. The Sacramento County Environmental Management Department (SCEMD) maintains a database of all businesses in the City of Sacramento using hazardous materials in excess of the threshold quantities (55 gallons for a liquid, 200 cubic feet for a compressed gas, and 500 pounds for a solid). The “Master List of Facilities within Sacramento County with Potentially Hazardous Materials” is downloadable from the County’s website (<http://www.emd.saccounty.net/>

[Documents/lists/mstr.pdf](#)) and is readily available to the public (Sacramento County 2013). Businesses in the Policy Area that use and store hazardous materials in quantities subject to federal and state regulations that require community notification are required to prepare and submit a Hazardous Materials Management Plan (or “Business Plan”) and/or Risk Management Plans (RMPs), as appropriate, to the SCEMD.

Hazardous Waste Generation

The Environmental Compliance Division of the Sacramento County Environmental Department has published Guidelines for Generators of Hazardous Waste (Sacramento County 2008), which summarizes the various requirements for generating, storing, handling, transporting, and disposing of hazardous wastes. In addition to major hazardous waste generators, it should also be noted that hazardous materials (household hazardous materials) such as cleaning products, paints, solvents, motor oil, and gasoline, are used in small quantities by households and businesses every day. The City of Sacramento operates programs to collect and properly dispose of household hazardous waste.

Treatment, Storage, and Disposal Facilities

Safety-Kleen Systems, Inc. operates the Sacramento Accumulation Center in the southeastern portion of the Policy Area (6000 88th Street) that handles a variety of hazardous wastes. The facility is permitted by the California Department of Toxic Substances Control (DTSC) to store and transfer hazardous wastes from outside generators, such as automotive repair and maintenance shops, to the Safety-Kleen Reedley Recycling Center for recycling, or to a permitted facility for disposal or treatment (DTSC 2006).

Sites with Known Contamination

The Policy Area contains sites that were historically contaminated but have been remediated and sites that are known, or believed to be, contaminated that are currently being characterized or cleaned-up. Contamination has resulted from lack of awareness, accidental occurrences, intentional actions, and historical business practices that pre-date current regulatory standards,

Federal and state agencies responsible for hazardous materials management, along with the County of Sacramento, maintain databases of such sites. Below is a brief description of five of the databases that provide information about hazardous materials sites within the Policy Area. Appendix F contains information from these databases.

Comprehensive Environmental Response, Compensation and Liability Information System

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. Under CERCLA, the US EPA maintains the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities, including sites that are on the National Priorities List (NPL) or being considered for the NPL (“Superfund”).

The CERCLIS database lists 13 sites in the Policy Area. Only one of these sites, the Sacramento Army Depot (8350 Fruitridge Road), is on the NPL. Contaminants on this site include metals, polychlorinated biphenyls, petroleum hydrocarbons, and volatile organic compounds. Remediation activities at the Sacramento Army Depot are ongoing, but the threats of human exposure and groundwater contaminant migration are believed under control (US EPA 2009).

California Department of Toxic Substances Control Envirostor Database

The California Department of Toxic Substances Control (DTSC) maintains the Envirostor electronic database, which contains information on properties in California where hazardous substances have been, or have potential to be, released. This database is one of a number of lists that comprise the “Cortese List” (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). EnviroStor provides a brief history of cleanup activities, contaminants of concern, and scheduled future cleanup activities.

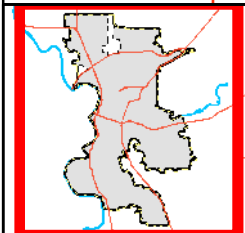
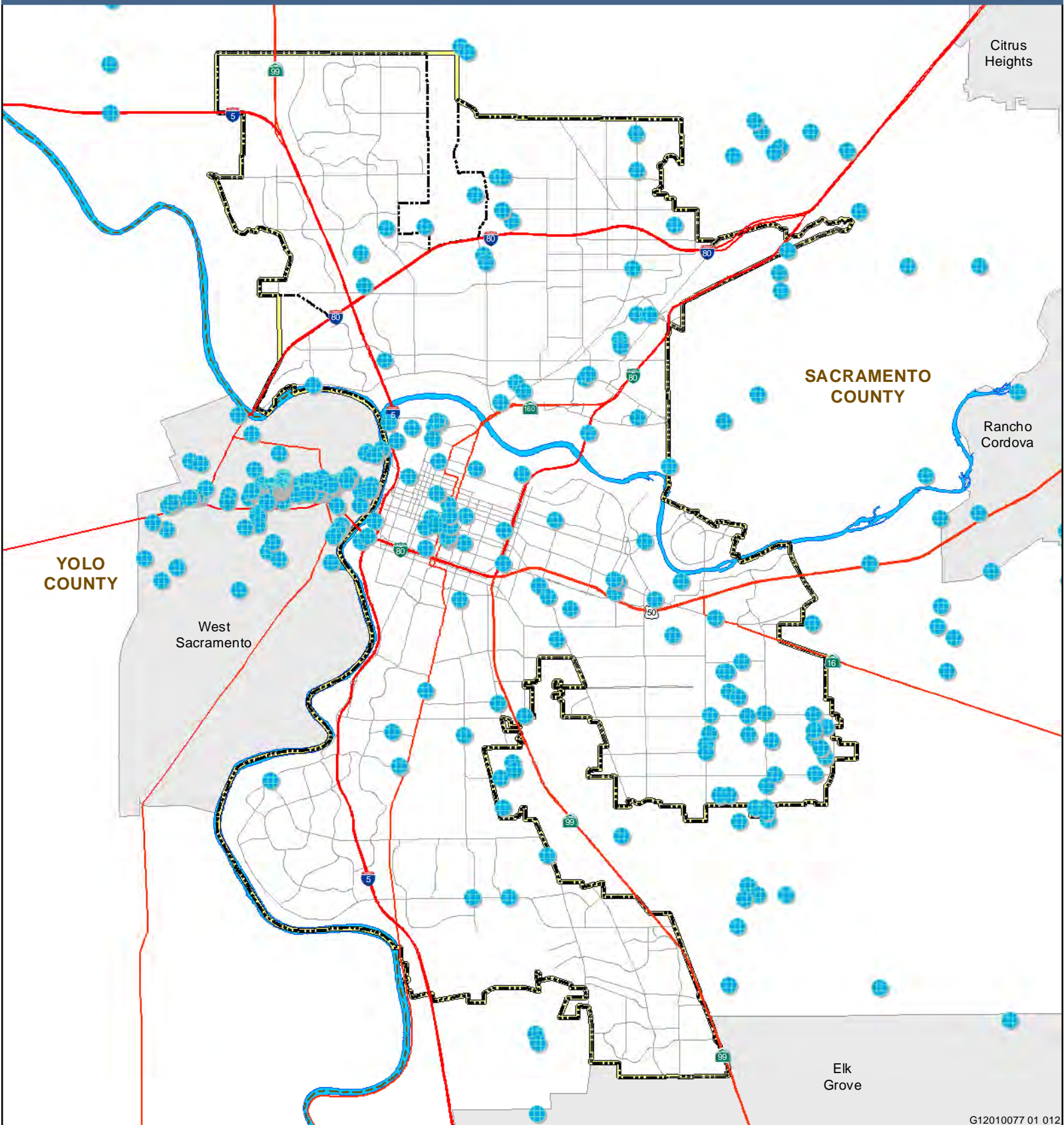
A review of the EnviroStor database in December 2012 identified approximately 140 sites in the Policy Area, 20 of which are currently listed as active and 24 of which are listed as inactive and in need of evaluation. The remaining sites have been referred to another agency, require no further action, or have been fully remediated. The majority of the active sites are located in the Central Business District. Figure 7-6 identifies the various EPA-regulated sites throughout the Policy Area. See Section 8.6 Public Health and Safety for more information on the Central Business District Tier 1 Priority Area.

Regional Water Quality Control Board Spills, Leaks, Investigations and Cleanup

The Spills, Leaks, Investigation and Cleanup (SLIC) Program was established by the State Water Resources Control Board so that Regional Water Quality Boards (RWQCBs) could oversee cleanup of illegal discharges, contaminated properties, and other unregulated releases adversely impacting the state's waters but not covered by another program. As of December 2012, there were 36 sites in the Policy Area that are currently being investigated, monitored, and/or remediated under the oversight of the RWQCB. The sites are industrial facilities including warehouse distribution centers, food processing and packaging plants, truck terminals, and commercial and vacant sites. Some of the sites are also included on lists developed by DTSC and Sacramento County.

Leaking Underground Storage Tanks

Extensive federal and state legislation addresses leaking underground storage tanks (LUSTs), including replacement and cleanup. The State of California requires that older tanks be replaced with new double-walled tanks with flexible connections and monitoring systems. The State Water Resources Control Board has been designated the lead regulatory agency in the development of LUST regulations and policy. The RWQCB, in cooperation with the Office of Emergency Services (OES), maintains an inventory of LUSTs in a statewide database.



Legend

- Facilities Regulated by EPA
- Waterways
- Major Roads
- Highways
- Policy Area
- City Limits
- County Boundary

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0 1 2 Miles

Data Source: City of Sacramento, 2012 and ESRI, 2010

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There are hundreds of LUST sites located throughout the City and the Policy Area that are under active evaluation and/or remediation under the oversight of the RWQCB and SCEMD. Most of the sites are gasoline stations, but some are industrial or commercial facilities with underground fuel tanks that have leaked hydrocarbons. Some of the sites listed by the RWQCB are also included on the RWQCB Spills, Leaks, Investigation and Cleanup Program list, and most are also on Sacramento County's Toxic Sites list (see below).

County of Sacramento Toxic Sites

Sacramento County maintains county-wide master lists of facilities with potentially hazardous materials and sites where unauthorized releases of potentially hazardous materials have occurred. The November 2012 lists include over 9,000 facilities that use hazardous materials and more than 1,500 unauthorized releases.

In general, contaminated commercial uses are primarily auto-related, including gas stations, repair shops, car washes, service stations, and car sales lots. Industrial uses generally consist of building materials, distribution and warehouses, food processing and packing facilities, fabrication, processing, and construction facilities.

Emergency Response

As a developed urban area, the City of Sacramento faces the potential for hazardous material emergencies. When a hazardous material emergency occurs, multiple resources are available, with the city's Fire Department leading the response activities. The Policy Area also contains major transportation arteries, such as State Route 99 and U.S. Highway 50; Interstates 5, 80, and Capital City Freeway (Business 80), State Routes 16 and 160, and railroads; each transporting hundreds of thousands of tons of hazardous materials through and into the City each year. It is highly exposed to the effects of a major catastrophic hazardous material emergency due to the proximity of the transportation routes to densely populated areas. Additionally, the City must be concerned with the Port of Sacramento, even though it is located in Yolo County. Considerations must also be made for the numerous agriculturally-related business located within the response/mutual aid area.

The Special Operations Division of the City of Sacramento Fire Department operates a Hazardous Materials Program in partnership with the Sacramento Metropolitan Fire District and Sacramento County. In addition to responding to incidents within the city limits, the program provides 24-hour response for the County of Sacramento and the cities of West Sacramento, Elk Grove, Citrus Heights, Rancho Cordova, Folsom, and Galt, and Isleton. The program also responds to mutual aid requests from OES.

Two Type 1 Hazardous Materials Response (HazMat) Teams and two decontamination (Decon) teams are staffed by specially-trained firefighters that serve are also part of first-responding fire companies. The teams, each staffed with four specialists, are located in the following stations:

- Valley Hi (6500 Wyndham Drive)
 - Truck 7 (HazMat)
 - Engine 7 (Decon)
- Natomas (1901 Club Center Drive)

- Truck 30 (HazMat)
- Engine 30 (Decon)

Further details regarding emergency response in the Policy Area are discussed in Section 7.6 Emergency Response.

Regulatory Context

An overview of key laws and regulations related to hazardous materials that have been established by federal, state, and local entities is provided below.

Federal

Code of Federal Regulations

The US EPA laws governing the use, storage, and disposal of hazardous substances at the proposed project include the following:

- Resources Conservation and Recovery Act (RCRA): hazardous waste management;
- Hazardous and Solid Waste Amendments Act :hazardous waste management;
- CERCLA: cleanup of contamination;
- Superfund Amendments and Reauthorization Act: cleanup of contamination;
- Emergency Planning and Community Right-to-Know: business inventories and emergency response planning;
- Toxic Substances Control Act: tracking and screening industrial chemicals; and
- Federal Insecticide, Fungicide, and Rodenticide Act: pesticide distribution, sale, and use.

Specific requirements for implementation of these statutes are codified in Title 40 of the CFR.

The EPA has authorized the DTSC to enforce hazardous waste laws and regulations in California. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. Requirements place “cradle-to-grave” responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills).

Title 29, Part 1910 of the CFR describes the Hazard Communication Standard, which requires that workers be informed of the hazards associated with the materials they handle. Training in chemical work practices must include methods in the safe handling of hazardous substances, use of emergency response equipment, and an explanation of the building emergency response plan and procedures. Material safety data sheets must be available in the workplace, and containers must be appropriately labeled.

The United States Department of Transportation (US DOT) has developed regulations in Titles 10 and 49 of the CFR pertaining to the transport of hazardous substances and hazardous wastes by all modes of transportation. The U.S. Postal Service has developed additional regulations for the transport of hazardous substances by mail. The US DOT regulations specify packaging requirements for different types of materials. The US EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

State

The primary state agencies with jurisdiction over hazardous materials management are the DTSC and the RWQCB. Other State agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), OES (California Accidental Release Prevention implementation), Department of Fish and Wildlife (formerly Department of Fish and Game), Air Resources Board, California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (Proposition 65 implementation) and California Integrated Waste Management Board. The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Hazardous chemical and biohazardous materials management laws in California include, but are not limited to, the following statutes (and regulations promulgated thereunder): the Hazardous Materials Management Act; Hazardous Waste Control Act; Safe Drinking Water and Toxic Enforcement Act of 1986; Hazardous Substances Act; Hazardous Waste Management Planning and Facility Siting (Tanner Act); Hazardous Materials Storage and Emergency Response; and the California Medical Waste Management Act.

Within the California Environmental Protection Agency (Cal EPA), DTSC has primary regulatory responsibility for hazardous waste management and cleanup. DTSC also regulates hazardous waste under the authority of the RCRA and the California Health and Safety Code, as and implements the Hazardous Waste Control Law of 1972. Cal EPA is also responsible for implementing the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program.

California Code of Regulations

State regulations applicable to hazardous materials are contained in the CCR. Title 22 and 26 of the CCR pertain to hazardous materials and the management of hazardous materials. Title 8 contains Construction Safety Orders pertaining to hazardous materials, including, but not limited to, lead. In addition to Construction Safety Order 1532.1 from Title 8 of the CCR, lead-based paint exposure guidelines are provided by the Housing and Urban Development Department. In California, lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the CCR.

The California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a specified volume of regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the federal Accidental Release Prevention program (Title 40, CFR Part

68), with certain additions specific to the state pursuant to Article 2, Chapter 6.95, of the Health and Safety Code. The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a RMP. A RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. A RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, as well as external events such as seismic activity.

Hazardous Waste Control Law

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. The HWCL provides for state regulation of existing hazardous waste facilities, which include “any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes,” and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes. DTSC is the state’s lead agency in implementing the HWCL.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, Cal EPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are: hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency – the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. SCEMD is the CUPA for Sacramento County.

California’s Hazardous Materials Release Response Plans and Inventory Law

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. California’s Hazardous Materials Release Response Plans and Inventory Law, sometimes called the “Business Plan Act,” aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

Worker and Workplace Hazardous Materials Safety

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to

prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, material safety data sheets are to be available in the workplace, and employers are to properly train workers.

Hazardous Materials Transportation

CHP and Caltrans are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The OES also provides emergency response services involving hazardous materials incidents.

California Education Code

The California Education Code (Section 17210 et seq.) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine any health and safety risks associated with a site. All proposed school sites that will receive state funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight. DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

Local

The SCEMD is responsible for promoting a safe and healthy environment in the county and enforcing hazardous waste laws and regulations at a local level. As the local CUPA, the SCEMD monitors the proper use, storage and clean-up of hazardous materials, monitoring wells, removal of leaky underground storage tanks, and permits for the collection, transport, use or disposal of refuse.

Hazardous waste laws and regulations are enforced locally by SCEMD. SCEMD's Hazardous Materials Business Plan, which is administered throughout Sacramento County and its incorporated cities, is an element of the County's CUPA program. Businesses are required to complete a Hazardous Materials Business Plan for safe storage and use of chemicals above reportable quantities (55 gallons for liquids, 500 pounds for solids and 200 cubic feet for compressed gases).

Other local regulations or regulating agency that are relevant to hazardous materials in the Policy Area include the City Department of Utilities, which monitors all groundwater discharges to ensure they are free of contamination through enforcement of the Department of Utilities Engineering Services Policy No. 0001 (adopted as Resolution No. 92-439 by the Sacramento City Council), and the Sacramento Metropolitan Air Quality Management District Rule 902 that protects the public from exposure to asbestos in the event of a release.

Area Plan for Emergency Response to Hazardous Materials Incidents in Sacramento County (Area Plan)

The SCEMD developed the Area Plan for Emergency Response to Hazardous Materials Incidents in Sacramento County (Sacramento County 2012). The area plan provides information for agencies involved in hazardous materials response within Sacramento County, including, but not limited to, the Sacramento County Sheriff's Department, Sacramento City Fire Department, State OES, Sacramento County Health Department, Public Works, and the CHP, if needed to respond to a hazardous materials incident.

Findings

- Hazardous materials use and waste generators in the Policy Area include industries, businesses, public and private institutions, and households. Federal, state, and local agency databases maintain comprehensive lists of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and RMPs to protect surrounding land uses.
- The City of Sacramento Fire Department has a hazardous materials incident response team and works in cooperation with other regional and state agencies in the event of major emergencies.
- There is one hazardous materials treatment, storage, and disposal facility in the Policy Area, and there are three general geographic areas where TSD facilities could be located (Sacramento International Airport area, Fruitridge/Florin area, and Airport/Meadowview – South Sacramento area). Additional comprehensive evaluation would be necessary to select specific site(s).
- Several sites in the Policy Area are under agency oversight for soil or groundwater contamination. One site is included on the federal Superfund list (Sacramento Army Depot). Most of the soil and groundwater contamination in the Policy Area is related to leaking underground fuel storage tanks, which are either being investigated or remediated under the oversight of SCEMD or RWQCB staff. Some contamination has also occurred from historic uses related to transportation (e.g., railyards) and materials processing.

7.7 Emergency Response

Introduction

This section provides information on emergency response services in the Policy Area. Within the Policy Area, emergency response is guided by the City's 2005 Emergency Operations Plan and the 2011 Sacramento County Local Hazard Mitigation Plan. These plans identify potential hazards and detail response actions. See the Regulatory Context discussion for a detailed description of the laws and regulations that shape the response to emergency situations in the Policy Area. For more information on potential hazards in the Plan Area, refer to Section 7.1 Geologic and Seismic Hazards, Section 7.2 Flood Hazards, Section 7.3 Fire Hazards, Section 7.4 Aviation Hazards, and Section 7.5 Hazardous Materials.

Existing Conditions

The City's Office of Emergency Services (OES) provides comprehensive emergency management services for the City of Sacramento, including coordination of City-wide preparedness, planning, response, recovery, and mitigation activities. It is the mission of OES to prepare City government and the community for potential natural, human-caused, and technological emergencies. The City of Sacramento's 2005 Emergency Operations Plan identifies the following situations as hazards with potential to occur in the Policy Area: severe weather; flooding and levee or dam failure; major earthquake; hazardous material incident; major transportation accident; multi-casualty incident; urban-wildland interface fires; power outages; weather-related hazards; and homeland security hazards (nuclear attack, civil disturbance, and terrorism) (City of Sacramento 2005).

Most of Sacramento County's disaster declarations are a result of extreme weather conditions, including heavy rain/thunderstorms, tornadoes, and fog. Between 1950 and 2011, there were 16 federal emergency declarations and 23 state emergency declarations in the county. Thirteen of the federal declarations and seventeen of the state declarations were associated with flood events. Of the three remaining federal declarations, one was related to drought and two to economic/agricultural losses due to severe weather and freezes. Together, these disasters resulted in over \$700 million in damages (Sacramento County 20011).

Emergency Response

Police and Fire Response

The Sacramento Police Department (SPD) does not have an adopted response time standard. Incoming calls are categorized from Priority 1 to 6, with urgency descending with priority level. Priority 1 calls are considered life threatening situations and result in an immediate response to the scene. In 2010, the average response time for Priority 2 calls was 8 minutes and 16 seconds; response to Priority 6 calls was 1 hour and 6 minutes (City of Sacramento Police Department nd).

The first responding company from the Sacramento Fire Department (SFD), which is responsible for fire suppression and paramedic services, has a response time goal of arrival within 4 minutes 90 percent of the time. Medic units from the SFD have target response time of 8 minutes 90 percent of the time.

Response Routes

The City Department of Transportation works with SFD to ensure that emergency response routes provide the fastest possible route throughout the Policy Area. Records of emergency response routes located throughout the city are maintained by the SFD. Development activities that could potentially interfere with emergency response routes are required to notify the City to minimize impacts that could occur due to interference with the route.

Evacuation

In the Policy Area, threats that could warrant an evacuation response are: flooding; earthquake; fire; chemical, biological, radiological, or explosive hazardous materials release; dam failure; levee failure; civil disturbance; terrorism; and utility outage. In the event of an evacuation, an estimated 20 percent of the evacuating population will need some level of care and shelter until they can return to their homes or alternative sheltering. The Sacramento County has prepared a list of available shelters and determined that there are sufficient in-county resources to meet the needs of an evacuation (Sacramento County 2008).

Evacuation Routes

The City's Emergency Operations Plan identifies specific evacuation routes for 20 different "evacuation areas" within the city. The Emergency Operations Plan also identifies access control points for each of these areas, as well as emergency shelters (City of Sacramento 2005).

Mutual Aid

To facilitate the coordination and flow of mutual aid, the State has been divided into six OES Mutual Aid Regions (and three administrative regions). The City of Sacramento is in Mutual Aid Region IV. The City of Sacramento maintains an Automatic Aid agreement with Sacramento County and the City of West Sacramento. Under the automatic aid agreement, all emergency calls are routed through a central dispatch center and the nearest resource responds to the call. Statewide, California's mutual aid system is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. Local jurisdictions have the discretion to give and receive aid when needed, while state government is obligated to provide available resources to assist local jurisdictions in emergencies.

Emergency Care Facilities

There are six hospitals within the Policy Area that serve the region:

- Kaiser Permanente South Sacramento Medical Center (6600 Bruceville Road);
- Mercy General Hospital (4001 J Street);
- Methodist Hospital of Sacramento (7500 Hospital Drive);
- Shriners Hospital for Children – Northern California (2425 Stockton Boulevard);
- Sutter General Hospital (2801 L Street);
- Sutter Memorial Hospital (5151 F Street) (scheduled to close in 2013); and
- UC Davis Medical Center (2315 Stockton Boulevard).

All of these facilities are designed and equipped to handle multiple, simultaneous patients during everyday activities and emergency situations.

Trauma Services

The Kaiser Permanente South Sacramento Medical Center and UC Davis Medical Center are certified trauma centers serving the Policy Area. These facilities provide an enhanced level of life-saving care to victims of traumatic injuries. These facilities are staffed 24 hours per day with physicians, nurses, and other health care professionals who have special training in treating critical injuries to the head, spine and vital organs. Kaiser Permanente's hospital is a Level II Trauma Center. The UC Davis Medical Center is a Level I trauma center and a Level I pediatric trauma center.

Public Alert and Warning

Public alert and warning systems are necessary to increase public awareness of an impending threat and provide clear instructions. In the Policy Area, existing systems include the Emergency Alert System, fire and law enforcement vehicle loudspeakers, Reverse 9-1-1, Sacramento 2-1-1, and agency websites. The Emergency Alert System is designed to provide emergency information via radio and television. The City of Sacramento's Reverse 9-1-1 system can send pre-recorded messages to individual households and businesses with phone numbers listed in the 9-1-1 database. The Community Services Planning Council, a non-profit organization, operates 2-1-1 in Sacramento County. Individuals can call into the system to request information on an emergency situation (Sacramento County 2008).

Regulatory Context

Federal

Federal Emergency Management Agency

As part of the U.S. Department of Homeland Security, the Federal Emergency Management Agency's mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any incident. The Federal Emergency Management Agency also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

This legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide, and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Disaster Mitigation Act of 2000 include:

- Funding for pre-disaster mitigation activities,
- Developing experimental multi-hazard maps to better understand risk,
- Establishing state and local government infrastructure mitigation planning requirements,
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program, and

- Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of the act establish performance-based standards for mitigation plans and require states to have a public assistance program to develop county government plans. The consequence for counties of failure to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance.

State

California Code of Regulations, Title 19

The California Code of Regulations establishes regulations related to emergency response and preparedness under the OES. The OES serves as the lead state agency for emergency management and coordinates the state response to major emergencies in support of local government. State OES may activate the Regional Emergency Operations Center and/or the State Operations Center at OES Headquarters in Sacramento to coordinate and support operations in affected areas. It is responsible for collecting, verifying, and evaluating information about the emergency, facilitating communication with local government, and providing affected jurisdictions with additional resources when necessary. The OES also maintains oversight of the State's mutual aid system. The State OES director assists the Governor in coordinating the activities of state government departments and agencies, and supporting emergency operations conducted by local governments.

If the situation warrants, a "local emergency" is proclaimed, the local Emergency Operating Center (EOC) is activated, and State OES will be advised. If appropriate, the State OES Director recommends to the Governor that a "state of emergency" be proclaimed in affected areas and, as required, in areas from which mutual aid might be needed. During this time, state agencies will be expected to immediately respond to requests for assistance from affected areas. If the Governor requests and receives a Presidential declaration of an "emergency" or a "major disaster" under Public Law 93-288 (Federal Disaster Relief Act of 1974), he will appoint a State Coordinating Officer (SCO). A Federal Coordinating Officer and the SCO will coordinate state and federal efforts to support local operations.

Emergency Operations Center. An EOC provides a central location of authority and information, and allows for face-to-face coordination among personnel who must make policy-level emergency decisions. The following functions are performed in the City of Sacramento's EOC, or alternate EOC as necessary:

- Receiving and disseminating warning.
- Managing emergency operations.
- Developing emergency response and recovery policies.
- Collecting intelligence from, and disseminating information to, the various EOC representatives, and assuring coordination between the Field Operations Center locations, building managers and departmental safety representatives throughout the City system. Coordination with Sacramento County, the Governor's Office of Emergency Services, the Federal Emergency Management Agency, and other appropriate outside agencies.

- Preparing intelligence/information summaries, situation reports, operation progress reports, and other reports as required; preparing the incident action plan.
- Maintaining general and specific maps, information display boards and other data pertaining to emergency operations.
- Continuing analysis and evaluation of all data pertaining to emergency operations.
- Controlling and coordinating, within established policy, the operations and logistical support of resources committed to City departments.

The Emergency Services Officer is responsible for the readiness state of the primary and alternate EOC locations. Readiness includes adequate communications, staff and team training, EOC support such as logistics, displays, and proper documentation procedures. Generally, the EOC will be activated under any of the following conditions:

- An earthquake causing widespread damage;
- A Hazardous Material Incident affecting a portion of the City of Sacramento;
- A major flood affecting the City of Sacramento and surrounding areas; or
- An emergency situation that has occurred or might occur that is of such a magnitude it will require a large commitment of City of Sacramento or Sacramento County resources over an extended period of time to control or mitigate.

The EOC can be activated and staffed to the extent deemed necessary to deal with the existing or impending emergency. The following individuals or their appointed alternate representative are authorized to activate the City of Sacramento Emergency Operations Center: 1) Director of Emergency Services - City Manager; 2) Assistant Director of Emergency Services - Fire Chief; or 3) Police Chief. Upon authorization to activate the EOC, the City Emergency Management Team reports to the EOC.

Types of Emergencies

Peacetime Emergencies

The City's response to natural disasters or technological incidents is dictated by the type and magnitude of the emergency. Generally, response to a major peacetime emergency situation will progress from local to regional, state, and federal involvement. For planning purposes, State OES has established three levels of emergency response to peacetime emergencies. Responses are based on the severity of the situation and the availability of local resources. These levels do not directly correlate with the four classifications of nuclear power emergencies.

- Level I: A minor to moderate incident in which local resources are adequate and available. A “local emergency” may or may not be proclaimed. The City's EOC will not be activated.

- Level II: A moderate to severe emergency in which local resources are not adequate and mutual aid may be required on a regional or statewide basis. A “local emergency” will be proclaimed and a “state of emergency” might be proclaimed. The City’s EOC may be activated on a partial or full activation basis.
- Level III: A major disaster in which resources in or near the impacted area are overwhelmed and extensive state and/or federal resources are required. A “local emergency” and a “state of emergency” will be proclaimed and a Presidential Declaration of an “emergency” or “major disaster” will be requested. The City’s EOC will be activated.

Wartime Emergencies

The impact of wartime emergencies may range from minor inconveniences such as food and petroleum shortages to a worst case scenario involving an attack on the United States utilizing nuclear weapons. Protective measures to be employed in the event of a threatened or actual attack on the United States include:

- In-place protection using designated fallout shelters.
- Construction of fallout shelters, given adequate lead time.
- Upgrading of homes and other buildings to a radiation Protection Factor of at least 40, given adequate lead time.
- Spontaneous evacuation by an informed citizenry. Crisis relocation is not considered a viable option within the context of this plan.

Standardized Emergency Management System

The Standardized Emergency Management System (SEMS) is required by Government Code Section 8607 (a) for managing response to multi-agency and multi-jurisdiction emergencies in California. It provides the mechanism by which local governments request assistance. SEMS consists of five organizational levels that are activated as necessary: field response, local government, operational area, OES Mutual Aid Regions, State OES. The SEMS has been adopted by the City of Sacramento for managing response to multi-agency and multi-jurisdiction emergencies, and to facilitate communications and coordination between all levels of the system and among all responding agencies.

The City of Sacramento subscribes to and uses the Incident Command System. Unified Command will be established whenever possible, however, generally:

SPD will provide Incident Commanders for:

- Crime scenes.
- Civil disturbances.
- Evacuation operations.
- Search and rescue operations.

- Transportation accidents (city streets only).
- Traffic control operations.

SFD will provide Incident Commanders for:

- Fire suppression operations.
- Hazardous material incidents.
- Urban search and rescue operations.
- Heavy rescue operations.
- Radiological incidents.

Local

Sacramento County Local Hazard Mitigation Plan

The Sacramento County Local Hazard Mitigation Plan applies to Sacramento County and the following communities: Citrus Heights; Elk Grove; Folsom; Galt; Isleton; Ranch Cordova; and Sacramento (Sacramento County 2011). In addition, the plan also covers 17 special districts and organizations within Sacramento County that meet the Disaster Mitigation Act definition of “local government” and participated in the planning process.

The Sacramento County Local Hazard Mitigation Plan aims to reduce or eliminate long term risk to people and property from natural disasters. The plan identifies goals, objectives, and measure for hazard mitigation and risk reduction to make communities less vulnerable, more disaster resistant, and sustainable. Information in the plan can also be used to help guide and coordinate mitigation activities and local policy for future land use decisions.

The plan is based on a hazard identification and risk assessment of all the potential natural hazards that could impact Sacramento County. The plan also includes a review of the County’s current capabilities with regard to reducing hazard impacts, and recommends additional action items for the County and its jurisdictions to reduce their vulnerability to potential disasters. It sets goals to promote awareness of hazards and vulnerability, and maximize use of available funding.

City of Sacramento Emergency Operations Plan

The City of Sacramento Emergency Operations Plan addresses planned response to extraordinary emergency situations associated with natural disasters, technological (human caused) emergencies, and war emergency operations in, or affecting, the City of Sacramento (City of Sacramento 2005). The Emergency Operations Plan establishes:

- An Emergency Management Organization required to mitigate any significant emergency or disaster affecting the City of Sacramento;
- The policies, responsibilities, and procedures required to protect the health and safety of the populous, public and private property, and the environment from the affects of natural and human-caused (technological) emergencies and disasters;

- The operational concepts and procedures associated with field response to emergencies, Emergency Operations Center (EOC) activities, and the recovery process; and
- The organizational framework for implementation of the Standardized Emergency Management System (SEMS) within the City of Sacramento.

The City of Sacramento Emergency Operations Plan is the principal guide for the City of Sacramento and special district agencies in responding to and mitigating emergencies and disasters affecting the City of Sacramento geographic boundaries. The Plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between Local Government, Operational Area (county boundary), and State Response Levels, and appropriate Federal agencies, in emergency operations.

Agencies, private enterprises, and volunteer organizations having roles and responsibilities established by the Emergency Operations Plan are encouraged to develop standard operating procedures (SOPs) and emergency response checklists based on the provisions of the plan, which should be used in conjunction with applicable local contingency plans, the Operational Area Emergency Operation Plan, and State Emergency Plan. The plan is designed to guide users through the four phases of emergency management: preparedness, response, recovery, and mitigation (City of Sacramento 2005).

Sacramento Police Department

The SPD's Office of Emergency Services and Homeland Security is a multi-agency, multi-jurisdictional office that is responsible for coordinating Homeland Security and Urban Area Security Initiative grants, conducting regional threat and vulnerability assessments, developing regional and agency terrorism response plans, coordinating and conducting regional interdisciplinary terrorism response training, designing and coordinating training exercises, and organizing volunteers to assist with disaster situations. The Office also coordinates with the Regional Terrorist Threat Assessment Center, the intelligence and analysis Fusion Center, and the Terrorism Liaison Officer Program. The Regional Community Policing Institute is also an integral part of the Office of Emergency Services and Homeland Security facilitating the instruction of core community-based Homeland Security programs including the Community Emergency Response Teams, Neighborhood Emergency Training, terrorist awareness presentations, and the Cultural Community Academies. One deputy chief and one lieutenant manage this office.

Findings

- The City of Sacramento has an Emergency Operation Plan that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The County of Sacramento has a Local-Hazard Mitigation Plan, which is a multi-jurisdictional plan that aims to reduce or eliminate long-term risk to people or property from natural disasters and their effects.

- The City of Sacramento has adopted the Standardized Emergency Management System for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies. Additionally, Sacramento is part of the State's mutual aid system and can give or receive support in an emergency situation.

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8 PRIORITY INVESTMENT AREAS

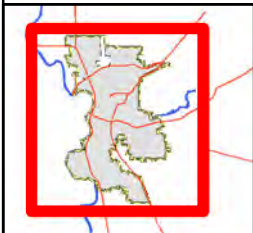
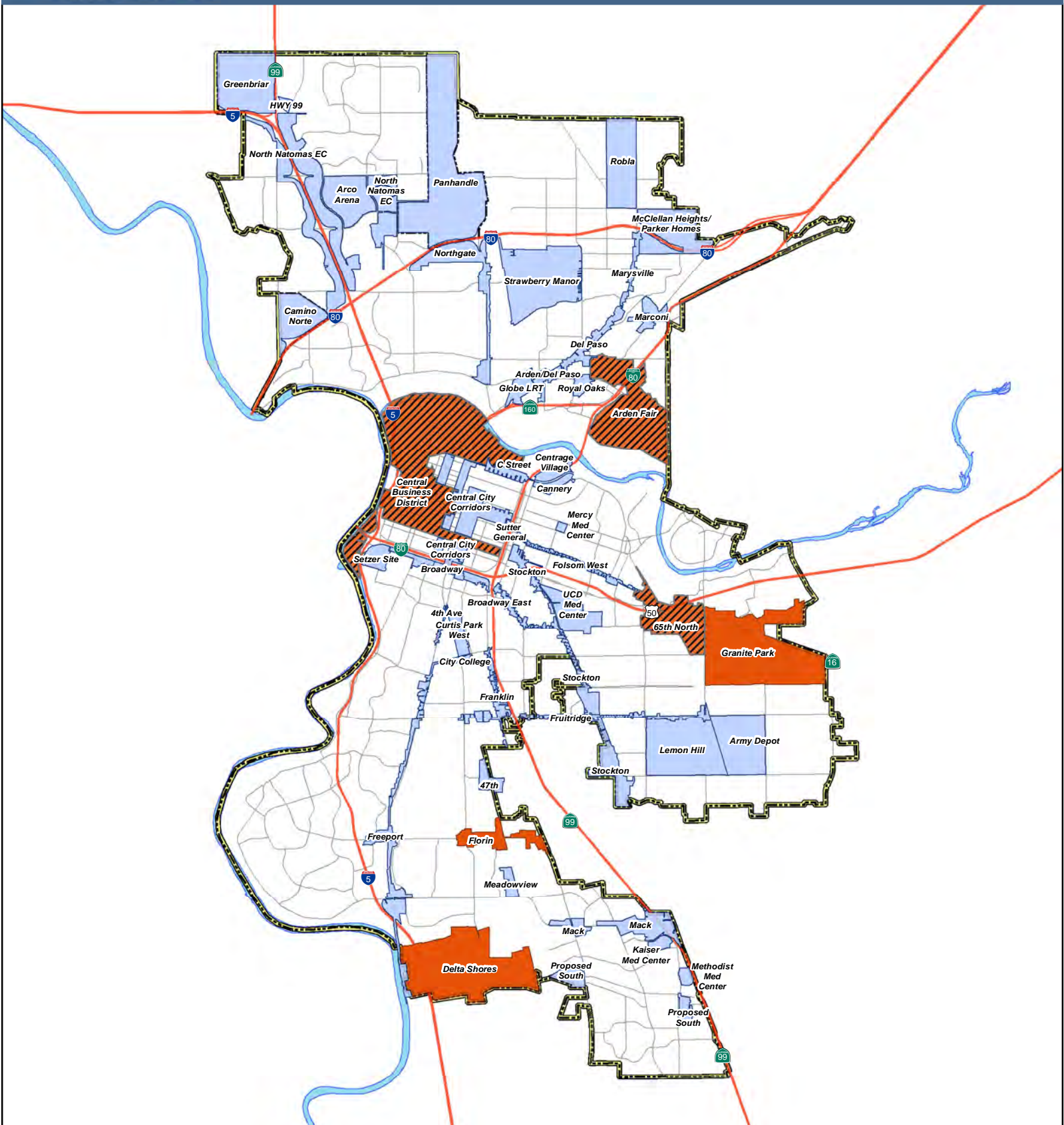
Following adoption of the 2030 General Plan, the City used the opportunity areas to join its existing Shovel Ready Sites program (established in 2004/05) to the 2030 General Plan opportunity areas. The result was a two tier priority investment system that the City would use in the future to align programming guide criteria and CIP funding for new infrastructure projects. Using the opportunity areas and Shovel Ready Sites Program as a starting point, the City redefined several areas of the city as potential Tier 1 or Tier 2 Shovel Ready Sites. The City defined Tier 1 Areas as places the City would prioritize near-term funding for key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers.

In 2009, the City Council adopted Resolution 2009-629, which established the following areas as Tier 1 Shovel Ready Sites: Arden Fair Area, which includes Swanston Station, Arden Fair, Point West, and Cal Expo Opportunity Areas; Central City, which includes the Docks, CBD, R Street, Central City Corridors, Railyards, and River District Opportunity Areas; 65th North Area, which includes the 65th Street Light Rail Station, University Village, and Granite Park Opportunity Areas; Florin Road; and Delta Shores. Tier 2 Sites included North Natomas, the Panhandle, Greenbriar, North Sacramento, Robla, McClellan/Parker Homes, Power Inn, and other infill areas (e.g., Corridors and Transit Station Areas). The City Council has allocated funding to key planning efforts in high priority Tier 1 Areas, and the City has used the Tier 1 and 2 Areas to prioritize projects and investments CIP each year.

In 2012 the City conducted an evaluation of the Tier 1 Shovel Ready Sites to determine which areas would benefit from more focused planning and environmental review as part of the City of Sacramento 2035 General Plan Update. Tier 2 Shovel Ready Sites and other areas of the city were not included in this evaluation. Factors used to determine which Tier 1 Shovel Ready Sites needed additional focused analysis included: near-term need for infrastructure planning and financing, the amount of planning already carried out, and the likelihood for near-term market demand. Based on this evaluation the City identified the following three Tier 1 Shovel Ready Sites that would benefit from further analysis and environmental review: the western part of the 65th Area, the Arden Fair Area, and the Central Business District. The other Tier 1 Shovel Ready Sites were not included in this analysis because they were found to already have had sufficient planning work done and adequate infrastructure to meet near-term future demands.

Figure 8-1 shows the Tier 1 and 2 Shovel Ready Sites adopted by the City Council in 2009, and highlights the three areas for which the 2035 General Plan Update process and this chapter of the Background Report are providing more focused analysis. For the purposes of this Background Report, the three areas are being defined as Priority Investment Areas (PIAs).

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Legend

	Major Roads		Policy Area	Priority Investment Areas	
	Highways		City Limits		Tier 1 Priority Investment Areas
	Waterways				Tier 1 Shovel Ready Sites
					Tier 2 Shovel Ready Sites

0 1 2 Miles

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8.1 65th North

Area Overview

The 65th North PIA includes the 65th Street/University Village area, the 65th Street South area, and the Sacramento Center for Innovation area. The area is generally bounded by the Sacramento State University campus to the north, 64th Street north of US 50/65th Street south of US 50 on the east, and San Joaquin Street/14th Avenue to the south, and Power Inn Road to the west. The area has a history of large-scale industrial operations. It includes a mix of developed and vacant parcels, including light industrial land, residential, and park lands. Notable destinations within the area include the Tahoe Tallac Little League Park, Target, and selected office developments between Folsom Boulevard, Hornet Drive, and US-50.

The 65th North Tier 1 Shovel Ready Site adopted by City Council in 2009 includes the area described above, as well as areas to the east along Folsom Boulevard and SR 16, Granite Regional Office Park, and Aspen1- New Brighton area. As described in the introduction to this chapter, this eastern part of the 65th Tier 1 Shovel Ready Site was determined not to need additional analysis at this time due to sufficient infrastructure planning and financing, the amount of planning already carried out or anticipated, and the likelihood for near-term market demand.

The Granite Regional Office Park is partially built out with total development to include office space with supporting retail and light industrial development; the master developer is also now moving forward with a compact, single-family component near the light-rail station. Finally, the Aspen 1-New Brighton project is being planned by a master developer. It is expected that separate infrastructure and financing planning will be prepared to identify how infrastructure and public facilities will be completed and funded over time as the project builds out. Should those studies identify major projects that could require assistance beyond the capacity of the project itself, the City would assess the potential for such improvements to be integrated into a priority investment strategy.

Community Development

Existing Land Use

Table 8-1 and Figure 8-2 summarize existing land use within the 65th North PIA. Employment generating uses account for the largest amount of land in the area at 238 acres (51 percent). Industrial development is the most dominant land use in the PIA at 122 acres (26 percent). Industrial land is dispersed throughout the area, especially in the south and southeast parts of the PIA, and many industrial uses are centrally-located near the 65th Street light rail station. Industrial development includes the California Diamond Products factory between US 50 and Redding Avenue; Dorris Lumber and Moulding between US 50 and the utilities right-of-way; Temple Associates between Ramona Avenue and the utilities right-of-way; Praxair and Chevron West between Cucamonga Avenue and Power Inn Road; K & M Recycling, Geremia Pools, and Jensen's Fasteners between 14th Avenue and Power Inn Road; and California Diamond Products, Recycling Industries, and the Sacramento Piano Conservatory between Ramona Avenue and Power Inn Road.

Office and commercial uses also make up a significant portion of the PIA at 57 acres (12 percent) and 59 acres (13 percent) respectively. Commercial uses are located throughout the area and are concentrated in the northwest, west, northeast, and southeast parts of the PIA. Larger commercial developments include Target, Home Depot, Dollar Tree, and Office Depot. Office uses are generally concentrated in the northeast and middle areas of the PIA, and include the Sacramento City Unified School District Central Services Warehouse near the utilities right-of-way and Coldwell Banker, Forrar Williams Architects, and Alta Vista Solutions north of Folsom Boulevard below US 50.

Residential uses account for 32 acres (7 percent) of land in the PIA. There are 21 acres (5 percent) of multifamily uses located mainly in the west part of the PIA both to the north (at Folsom Boulevard and 65th Street) and south of US 50 (at Broadway and 65th Street) and 11 acres (2 percent) of single family uses located mainly near 65th Street and the utility right-of-way running parallel to Folsom Boulevard.

Vacant lands are also dispersed throughout the PIA and amount to 49 acres (11 percent) of the area. Most vacant land is located along the utilities right-of-ways. Together, parking and utilities/right-of-way uses account for 36 acres (8 percent) of the area. One utility right of way runs parallel to US 50 and the other runs perpendicular to US 50. Other lands, including waterways, streets, and other non-developable land types, amount to 58 acres (13 percent).

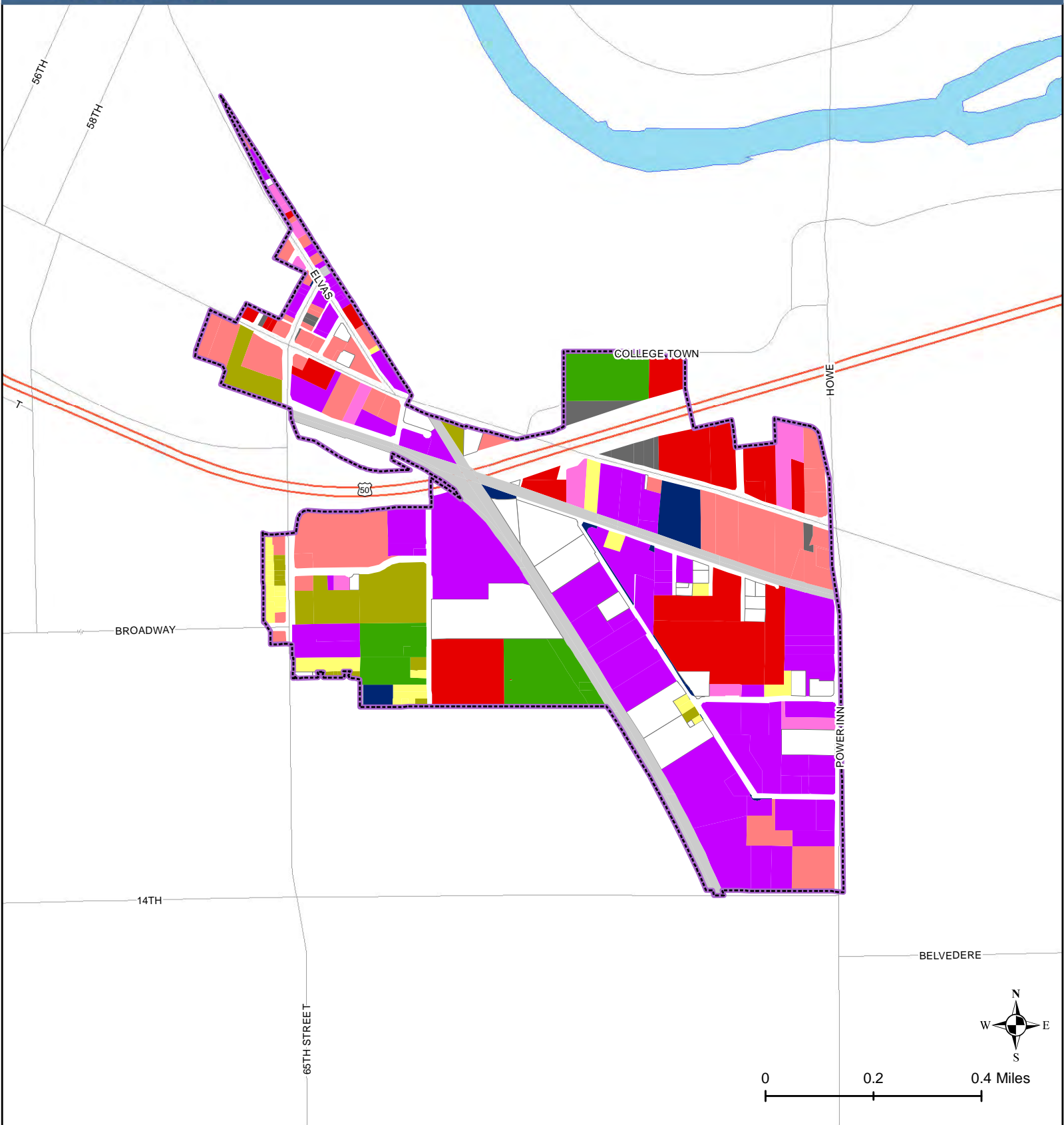
Table 8-1 65th North Established Boundaries: Existing Land Use

Existing Land Use	East Sacramento CPA		Fruitridge/Broadway CPA		Total Area	
	Acres	Percent of PIA	Acres	Percent of PIA	Acres	Percent of PIA
Single Family Residential	<1	0%	11	3%	11	2%
Multifamily Residential	5	1%	16	4%	21	5%
Commercial	18	4%	41	10%	59	13%
Office	6	1%	51	13%	57	12%
Mixed Use	3	1%	8	2%	11	2%
Industrial	11	3%	111	27%	122	26%
Public/Quasi Public	<1	0%	8	2%	8	2%
Parks and Recreation	9	2%	21	5%	30	6%
Utilities/Right-of-Way	5	1%	26	6%	31	7%
Parking	3	1%	2	0%	5	1%
Vacant	3	1%	46	11%	49	11%
Subtotal	64	16%	341	84%	404	87%
Other Land					58	13%
Total Area¹					462	100%

Notes:

1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways
- Single Family Residential
- Multifamily Residential
- Commercial
- Office
- Mixed Use
- Industrial
- Public/Quasi Public
- Educational
- Parks and Recreation
- Utilities/Right of Way
- Parking
- Ag/OS
- Vacant

Data Source: City of Sacramento, 2012;

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2030 General Plan Designations

Most of the 65th North PIA is located in the Fruitridge/Broadway Community Plan Area (CPA), but also extends into the East Sacramento CPA. The 2030 General Plan defines the area as a Center, Transit Center, and Corridor opportunity area. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. The area in-between the two utilities right-of-ways is designated as a center. A Transit Center is an area similar to a center with a focus on transit. It may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered around a transit station. The areas east of 65th Street and west of the utilities right-of-way, and the area north of US 50 to the west, including the 65th Street light rail station, are designated as a transit center. A Corridor is a greenfield area adjacent to the city where new growth is dependent upon the availability of adequate water supplies, market forces, infrastructure financing and capacity, and timing. The areas north of US 50 and the utilities right-of-way running parallel to Folsom Boulevard to the east are designated as corridors.

Table 8-2 and Figure 8-3 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the 65th North PIA. There are nine designations applied to the area, including a variety of residential, commercial, and public uses. Employment centers (i.e., Employment Center Low Rise, Employment Center Mid Rise) are the dominant land use designation in the PIA, encompassing 174 acres (38 percent). Employment Center Mid Rise, which is the largest employment center designation at 171 acres (37 percent), is located between Power Inn Road, 14th Street, and the utilities right-of-way in the southeast part of the PIA. Most of this area currently includes industrial development, such as K & M Recycling, Geremia Pools, Jensen's Fasteners, California Diamond Products, Recycling Industries, and the Sacramento Piano Conservatory. The Employment Center Mid Rise designation provides a combination of high-density buildings and low site coverage in existing employment centers to create the opportunity for new infill development with complementary uses that transform the existing single-use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation.

Center designations (i.e., Suburban Center, Urban Center Low) account for 82 acres (18 percent) of land. Urban Center Low, the largest center designation, accounts for 77 acres (17 percent) and is located north of the utilities right-of-way running parallel to Folsom Boulevard, west of Power Inn Road, and generally south of US 50. The area contains Home Depot, Coldwell Banker, Forrar Williams Architects, Alta Vista Solutions, and the Sutter Center for Psychiatry. The Urban Center Low designation provides for smaller urban areas with employment-intensive uses, a mix of housing, and a wide variety of retail uses.

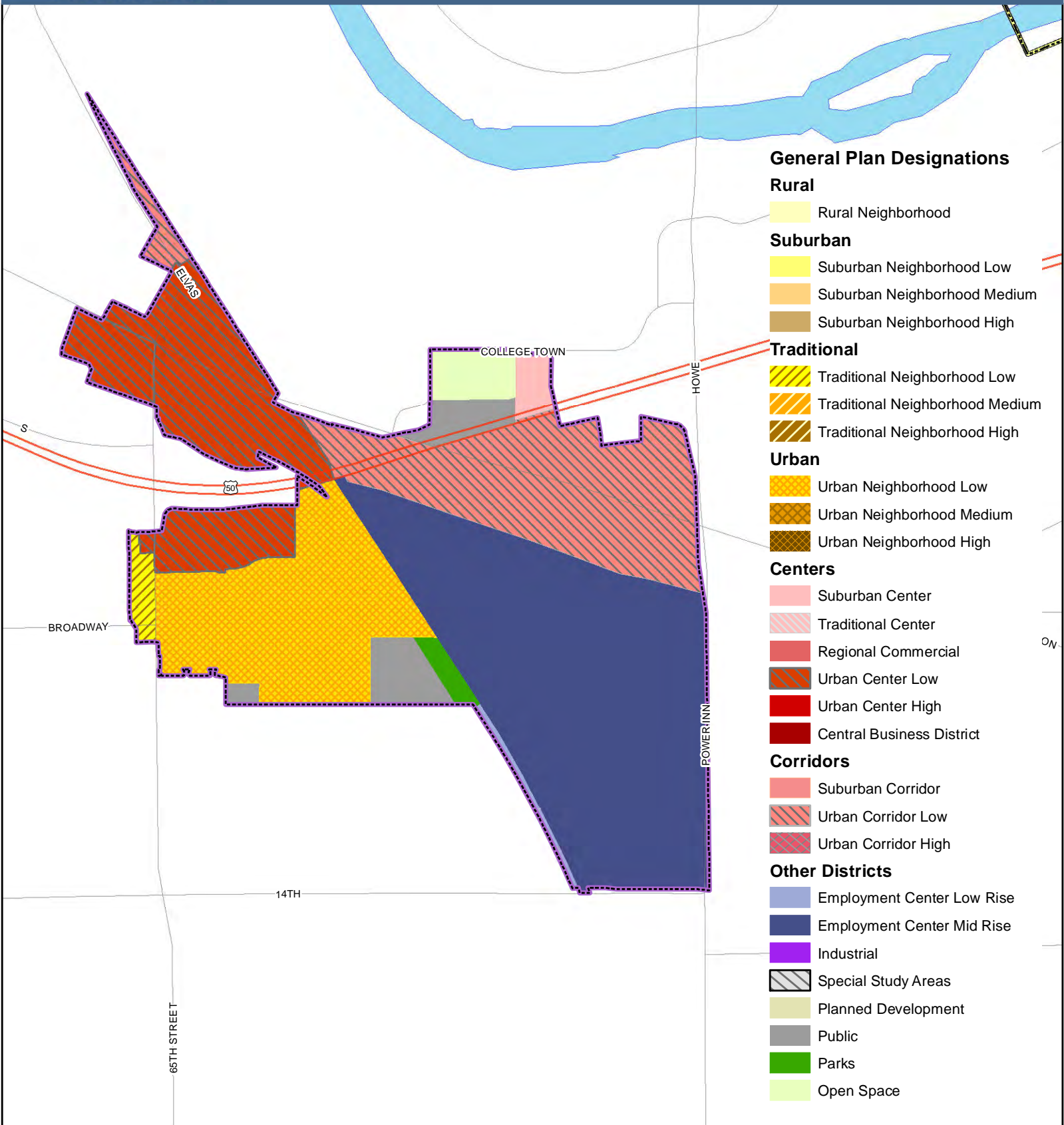
Urban Corridor Low land accounts for 91 acres (20 percent) of land in the PIA and is located north and south of US 50 to the west of the utilities right-of-way. This area includes the Dollar Tree, Target, and the Sacramento City Unified School District Central Services Warehouse. The Urban Corridor Low designation provides for street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses.

Residential neighborhoods (i.e., Traditional Neighborhood Low, Urban Neighborhood Low) account for 83 acres (18 percent) of land. Urban Neighborhood Low, the largest residential designation, accounts for 78 acres (17 percent) and is located south of US 50 between the utilities right-of-way, San Joaquin Street, and 65th Street. The Urban Neighborhood Low designation provides for moderate-intensity urban housing, including attached townhouses and stacked apartments, and neighborhood supporting uses, including mixed-use, neighborhood commercial and compatible public and quasi-public uses.

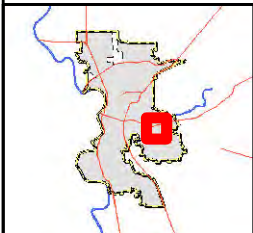
Table 8-2 2030 65th North Sacramento General Plan Land Use Designations

<i>Designation</i>	<i>East Sacramento CPA</i>		<i>Fruitridge/Broadway CPA</i>		<i>Total Area</i>	
	<i>Acres</i>	<i>Percent of PIA</i>	<i>Acres</i>	<i>Percent of PIA</i>	<i>Acres</i>	<i>Percent of PIA</i>
Traditional Neighborhood Low Density	0	0%	5	1%	5	1%
Urban Neighborhood Low Density	0	0%	78	17%	78	17%
Suburban Center	5	1%	0	0%	5	1%
Urban Center Low	60	13%	17	4%	77	17%
Urban Corridor Low	14	3%	77	17%	91	20%
Employment Center Low Rise	0	0%	3	1%	3	1%
Employment Center Mid Rise	0	0%	171	37%	171	37%
Public/Quasi-Public	8	2%	11	2%	19	4%
Parks and Recreation	0	0%	4	1%	4	1%
Open Space	9	2%	0	0%	9	2%
Total	96	21%	366	79%	462	100%

Source: Sacramento GIS Database, December 2012.

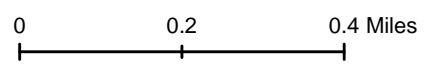


- General Plan Designations**
- Rural**
 - Rural Neighborhood
 - Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
 - Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
 - Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
 - Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
 - Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
 - Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Zoning

Table 8-3 and Figure 8-4 summarize existing zoning for the 65th North PIA by base zoning district, as amended through 2012. Residential zones (i.e., R-1, R-2A, R-2B, R-3, RMX) account for 101 acres (21 percent) of all land. Residential Mixed Use (RMX) is the largest residential base zone in the PIA with 47 acres. This represents 47 percent of residential-zoned land and 10 percent of all land. Standard Single Family (R-1) represents 18 percent of residential-zoned land, and the multifamily zones (R-2A, R-2B, R-3) represent 11, 9, and 16 percent of residential-zoned land respectively.

Commercial/office zones (i.e., C-2, OB) account for 72 acres (16 percent) of all land. General Commercial (C-2) accounts for 69 acres (96 percent) of all commercial/office zones and Office Building (OB) accounts for 3 acres (4 percent) of all commercial/office zones.

Industrial zones (i.e., M-1, M-2s) account for 206 acres (45 percent) of land in the PIA. Light Industrial zones (M-1) account for 9 acres (4 percent) of industrial-zoned land, and Heavy Industrial zones (M-2S) account for 197 acres (96 percent) of industrial-zoned land. The Heavy Industrial zone (M-2S) is the largest base zone, accounting for 43 percent of all land in the PIA.

Other zones (i.e., A-OS, H) account for 25 acres (5 percent) of land. Agriculture-Open Space (OS) zones account for 20 acres (80 percent) of other zoned land. Hospital zones (H) account for 5 acres (20 percent) of other zoned land.

About 404 acres of the 462 acres of land within the PIA have specific zoning, while about 58 acres of right-of-ways, waterways, and other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The Transit and Solid Waste Restricted overlay zones are located in the PIA. Most of the land in the PIA north of US 50 and the land directly south of US 50 is designated as part of the Transit Overlay Zone. All of the land in the southeast part of the PIA between the utilities right-of-ways is designated as part of the Solid Waste Restricted Zone.

Table 8-3 65th North Base Zoning

Zone	Category	East Sacramento CPA		Fruitridge/Broadway CPA		Total Area	
		Acres	Percent of PIA	Acres	Percent of PIA	Acres	Percent of PIA
Standard Single Family	R-1	9	2%	9	2%	18	4%
Multifamily	R-2A	0	0%	11	2%	11	2%
Multifamily	R-2B	0	0%	9	2%	9	2%
Multifamily	R-3	<1	0%	16	3%	16	3%
Residential Mixed Use	RMX	47	10%	0	0%	47	10%
General Commercial	C-2	21	5%	48	10%	69	15%
Office Building	OB	3	1%	0	0%	3	1%
Light Industrial	M-1	3	1%	6	1%	9	2%
Heavy Industrial	M-2S	4	1%	193	42%	197	43%
Agriculture-Open Space	A-OS	0	0%	20	4%	20	4%
Hospital	H	0	0%	5	1%	5	1%
Total Zoned Land		79	17%	326	70%	404	87%
Other Lands ¹						58	13%
Total PIA Land²						462	100%

Notes:

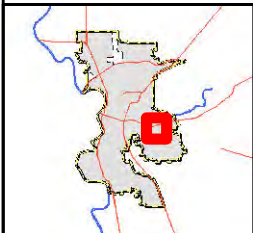
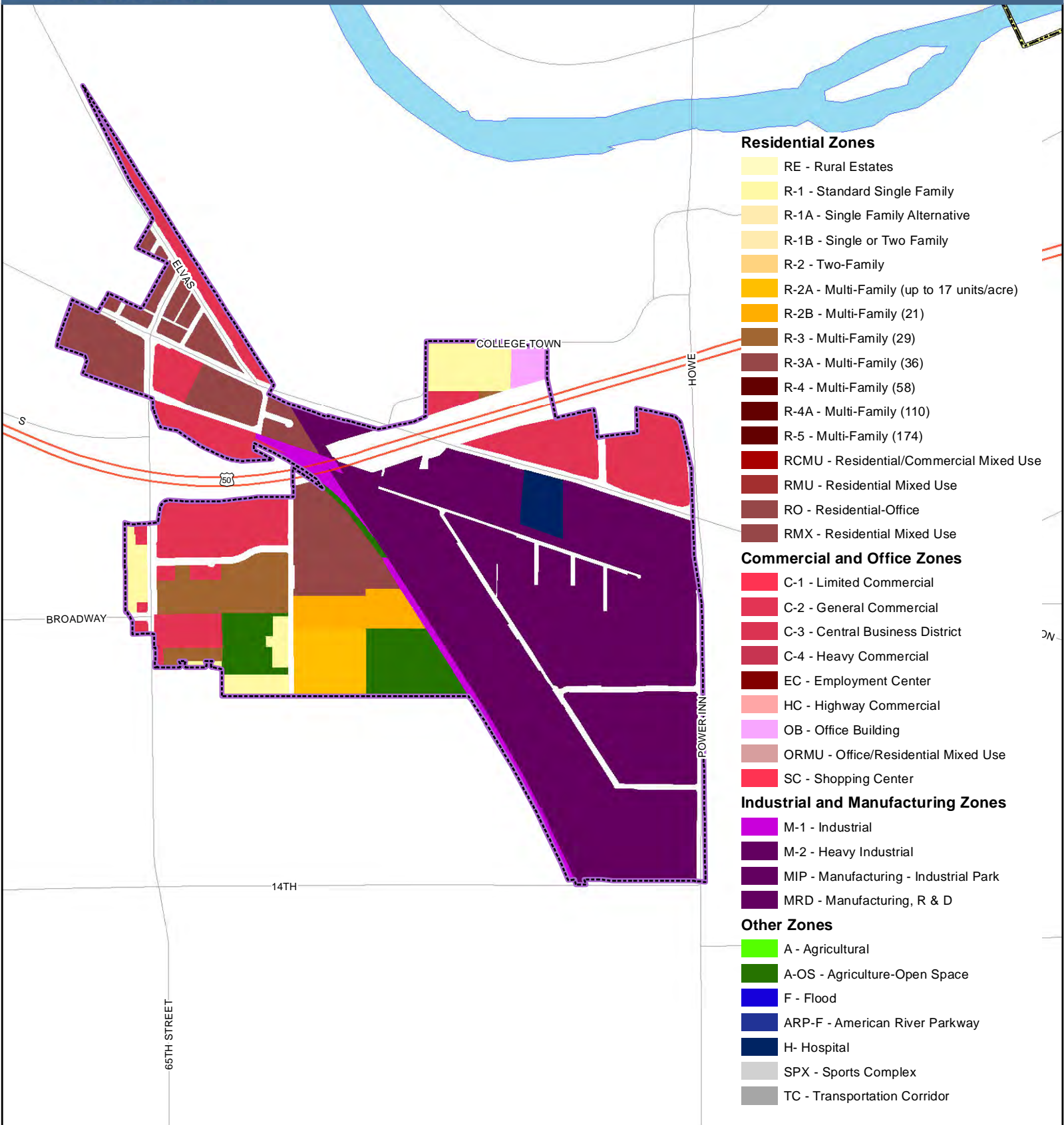
1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

Source: City of Sacramento GIS Database, December 2012.

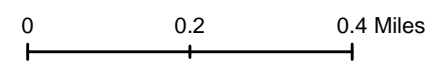
Policy Context

The 65th Street/University Transit Village Plan (2002) is specifically applicable to development within the 65th North PIA. A summary of this plan and other citywide applicable plans can be found in the Policy Context section of Chapter 2, Community Development.



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Mobility

Roadways and Level of Service

Although much of the 65th North PIA is developed, the area features a somewhat disconnected system of roadways, with less network connectivity than neighborhoods located immediately to the south and west. To the north and east of the PIA, two manmade barriers limit connectivity (i.e., US Highway 50 and the Union Pacific Railroad).

Immediately adjacent to the 65th North PIA, two north-south arterial roadways, 65th Street and Power Inn Road, form the area's western and eastern boundaries, respectively. Each of these roadways has a full interchange with US 50 and provide for regional mobility within the area. Folsom Boulevard, also an arterial roadway, provides for east-west travel through the area. Within the 65th North PIA, US 50 serves as the primary regional transportation facility, and carries nearly 175,000 trips a day in its eight travel lanes. Figure 8-5 shows the area's roadway system, and shows roadway functional classifications and the number of travel lanes.

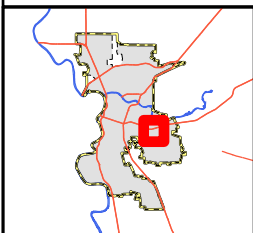
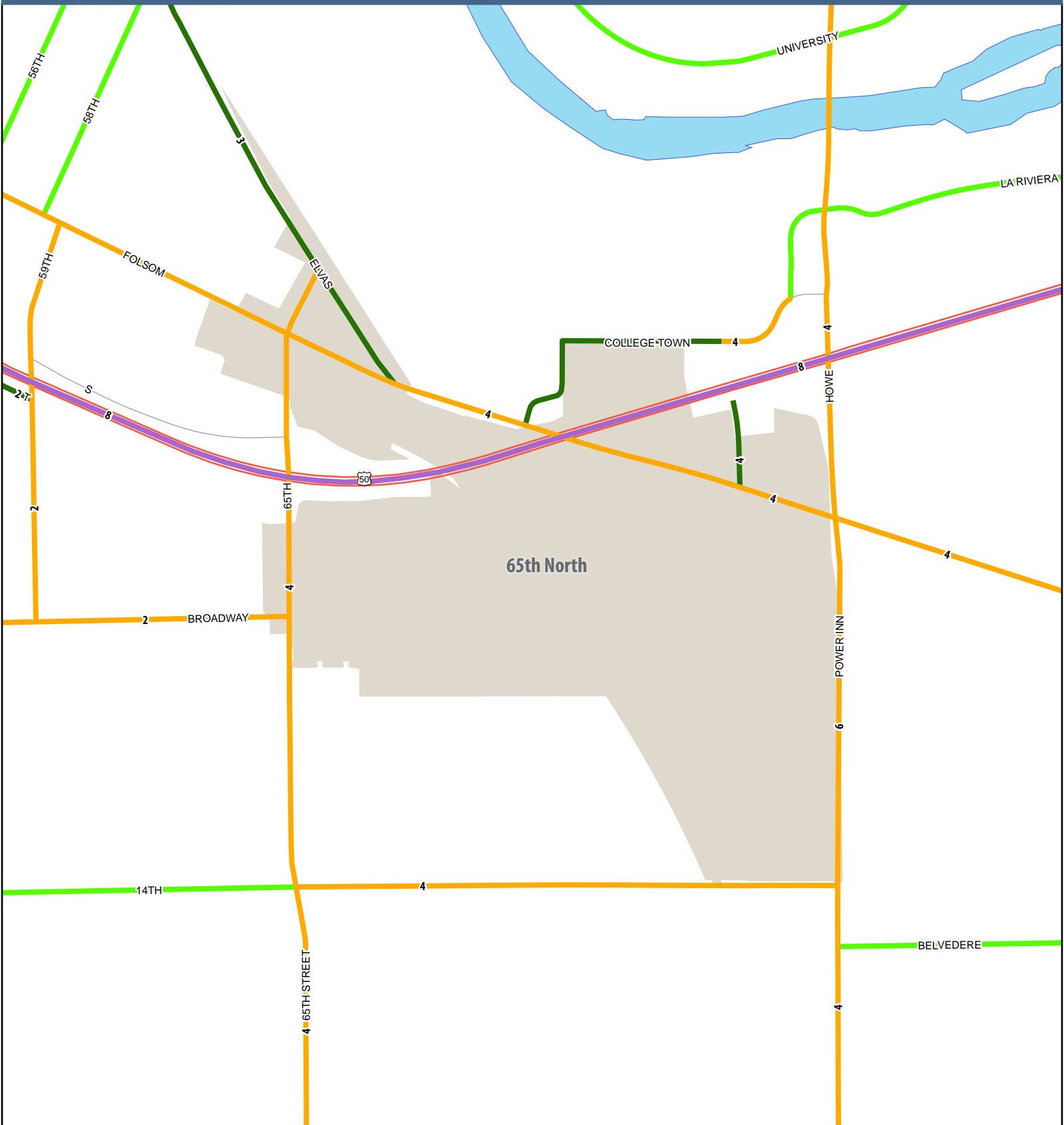
Figure 8-6 and Table 8-4 display the existing daily roadway segment LOS analysis results within the 65th North PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of Elvas Avenue and US 50, which are rated at LOS F.

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
65th St	Elvas Ave to 14th Ave	4	27,100	C
Hornet Dr	US-50 WB Ramps to Folsom Blvd	4	21,300	C
Folsom Blvd	US-50 to Howe Ave	4	22,400	B
Folsom Blvd	Alhambra Blvd to US-50	4	17,800	A
Elvas Ave	J St to Folsom Blvd	3	16,800	C
Broadway	Stockton Blvd to 65th St	2	15,500	D
14th Ave	65th St to Power Inn Rd	4	10,500	A
Power Inn Road	US 50 to 14th Ave	6	49,500	D
US-50	65th Street to S Watt Ave	8	174,200	F

Source: Fehr & Peers, 2013.

Within the PIA, 65th Street and Folsom Boulevard are designated City truck routes, and US 50 and Power Inn Road are designated Surface Transportation Assistance Act of 1982 (STAA) truck routes (see Figure 8-7). The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. These trucks, referred to as STAA trucks, are longer than California legal trucks. As a result, STAA trucks have a larger turning radius than most local roads can accommodate.

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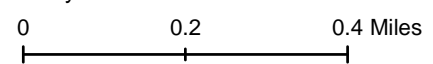


Legend

- Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector

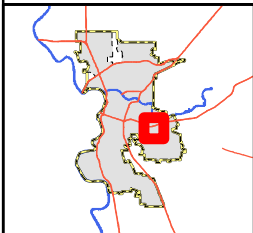
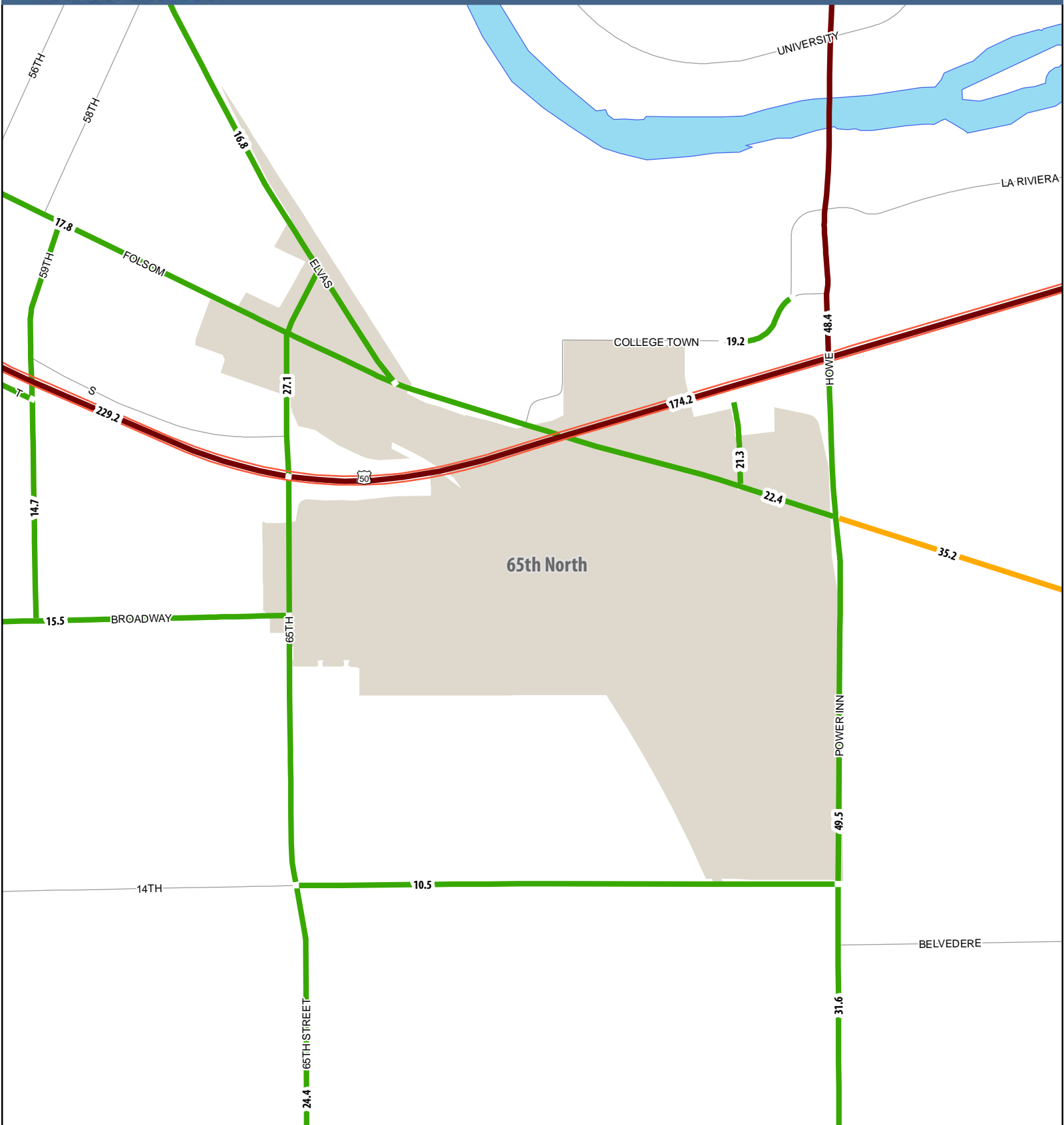
- Policy Area
- ⋯ City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways



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Figure 8-6 65th North PIA Level of Service and Daily Traffic Volume



Legend

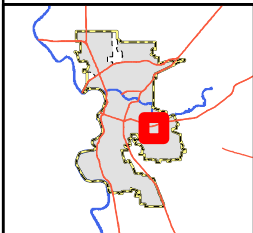
- ## Daily Traffic Volume x 1,000
- A - D
- E
- F
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways









0 0.2 0.4 Miles

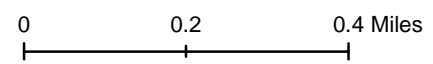
Data Source: City of Sacramento, 2012;

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Legend

-  STAA Truck Routes
-  City Truck Routes
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Area
-  Major Roads
-  Highways
-  Waterways



Data Source: City of Sacramento, 2012;

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Pedestrian and Bikeway Facilities

Bicycle and pedestrian network connectivity is somewhat limited within the 65th North PIA due in part to the area's relatively low roadway network connectivity. The existing system of on-street bicycle facilities is largely discontinuous. Figure 8-8 shows the bicycle facilities in the vicinity of the 65th North PIA. As shown, Class II on-street bicycle lanes are provided on segments of 65th Street, Folsom Boulevard, Redding Avenue, State University Drive, College Town Drive, Hornet Drive, 14th Avenue, and Howe Avenue. Three relatively short Class I off-street bicycle paths also provide connections to 65th Street within the area.

Figure 8-9 shows the percentage of commuters in the area who walk to work. As shown, most of the 65th North PIA has between 1 to 3 percent of work trips made by walking, slightly lower than the 3.1 percent citywide average documented in Chapter 3. Figure 8-10 shows the locations of roadways with missing or partial sidewalk coverage. As shown, several roadways within the area have either partial or no sidewalk coverage, including segments of Folsom Boulevard, Q Street, Redding Avenue, San Joaquin Street, Ramona Avenue, and Power Inn Road. Many roadways with existing pedestrian facilities have attached, narrow sidewalks (many no more than five feet in width), which can decrease pedestrian comfort as no buffer exists between pedestrians and passing vehicles. Street lighting increases the comfort of pedestrians and bicyclists, and makes them more visible to passing motorists. As shown in Figure 8-11, many of these same streets have partial or missing street lighting coverage.

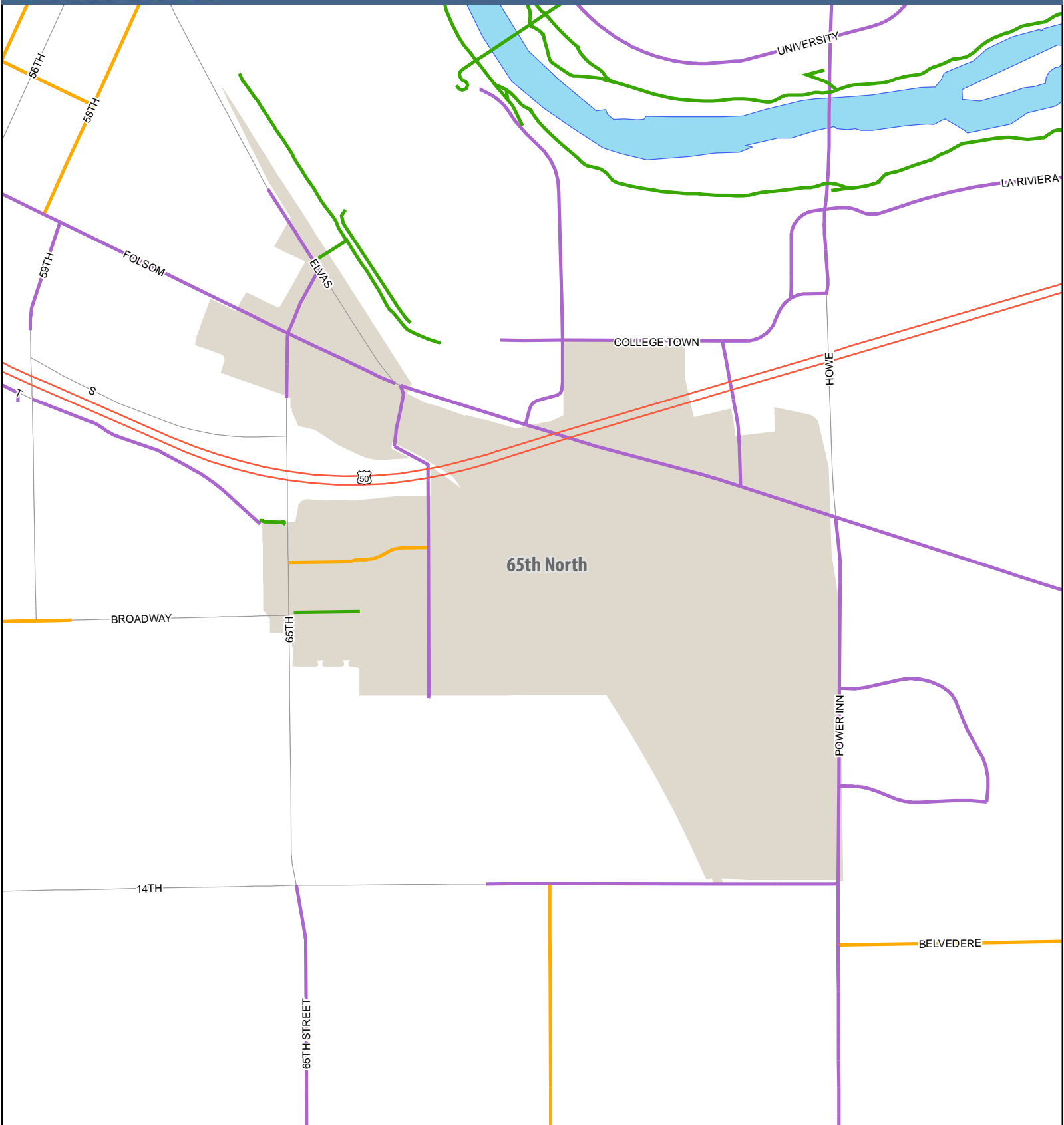
Transit Service and Facilities

The 65th North PIA is served by Sacramento RT light rail trains and buses. From the University/65th Street Station (no parking), and Power Inn Road Station (299 parking spaces), the Gold Line provides light rail transit connections northeast to Folsom and northwest to Downtown Sacramento, where connections can be made to the Blue and Green Lines.

RT provides bus service to and through the 65th North PIA, as follows, with most routes serving the Power Inn and/or Folsom Boulevard/Hornet Drive Stations on the Gold Line:

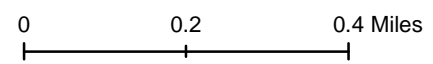
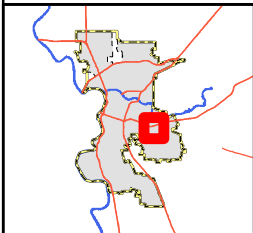
- 61-FRUITRIDGE serves the 65th North PIA, traveling north from a terminus at Power Inn Station on the Gold Line, to Land Park, via Power Inn Road (NB), Folsom Boulevard (EB), Florin Perkins Road (SB), providing east-west crosstown connections on Fruitridge Road (WB). The 61 provides hourly service departing from Power Inn Station from 5:00 am to 8:00 pm on weekdays, with arrivals from Land Park from 6:30 am-9:30 pm. No service is provided on the 61 on Saturdays, Sundays or holidays.
- 26-FULTON provides service from the University/65th Street Station on the Gold Line north to the McClellan Business Park, via Folsom Boulevard (EB), Howe Avenue (NB, over the American River), Florin Avenue (NB), Auburn Boulevard (EB), and Watt Avenue (NB), with service every 30 minutes from 6:20 am-7:11 pm on weekdays, and hourly service from approximately 8:00 am-6:15 pm on Saturdays and 8:45 am-6:00 pm on Sundays and holidays.

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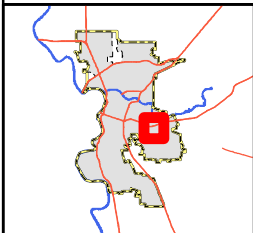
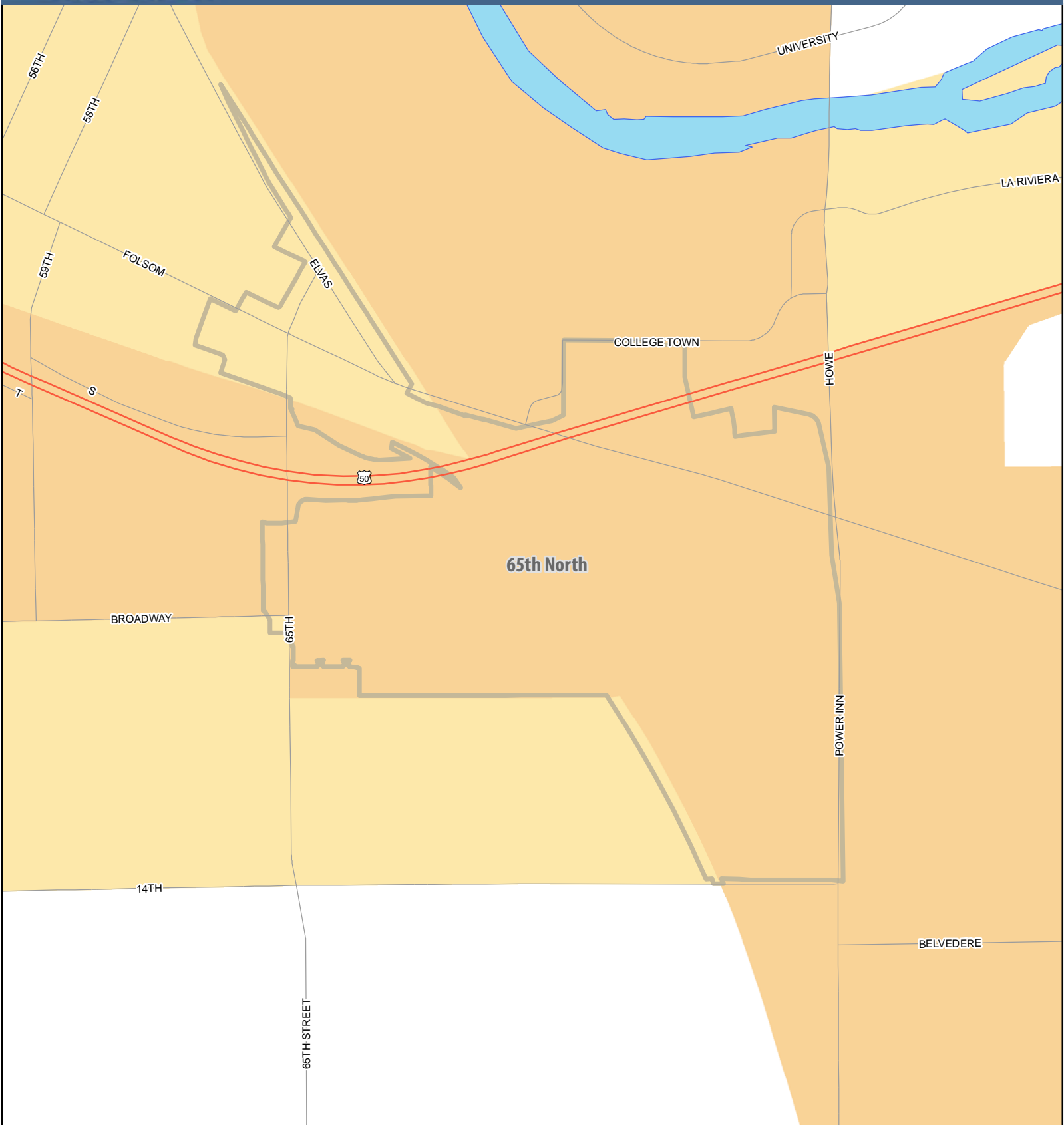
Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Legend
% Commuters Walking

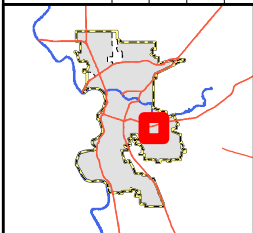
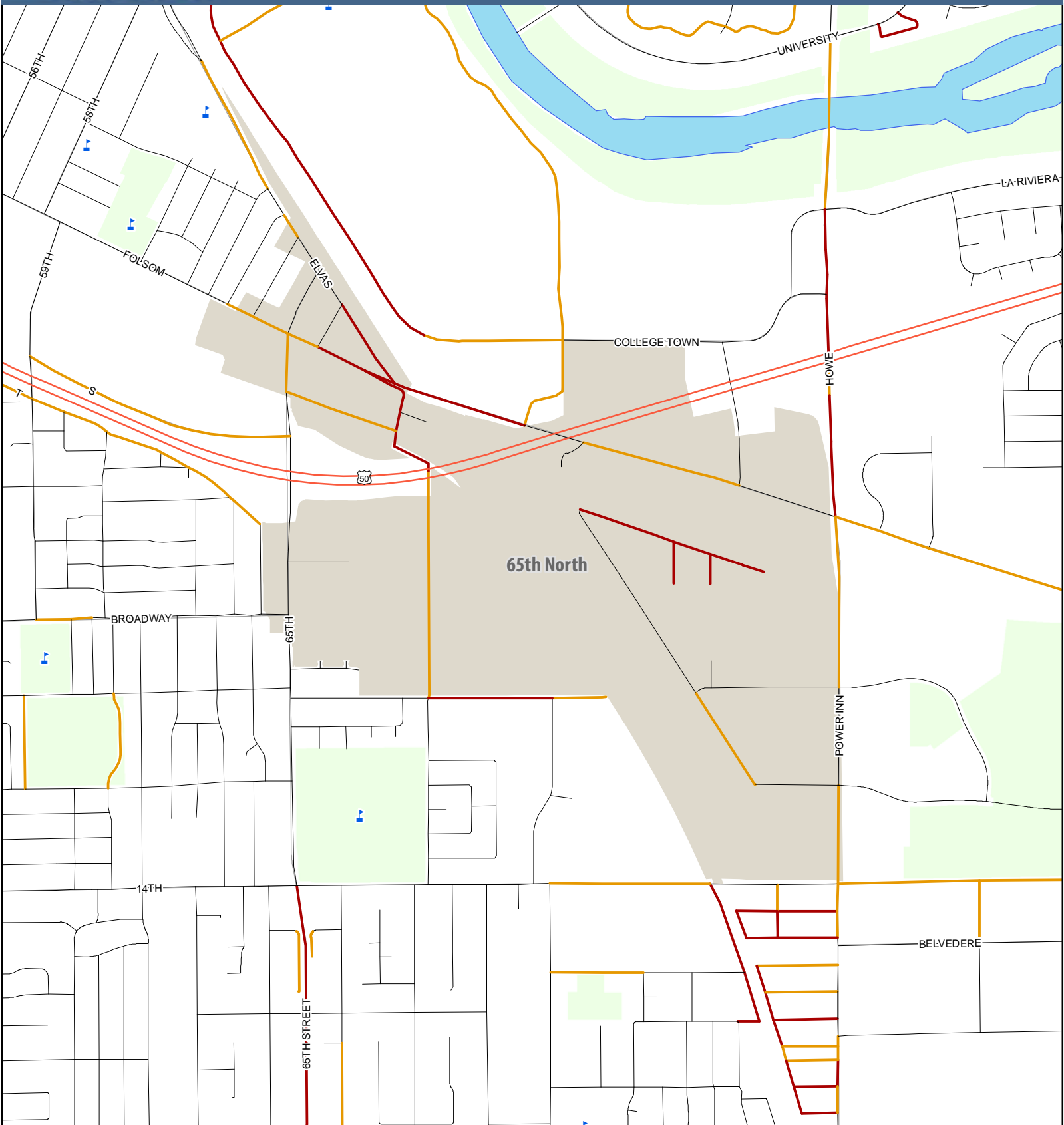
0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

- Parks
- School
- Library
- Policy Area

- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

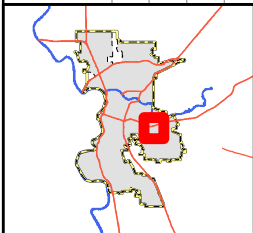
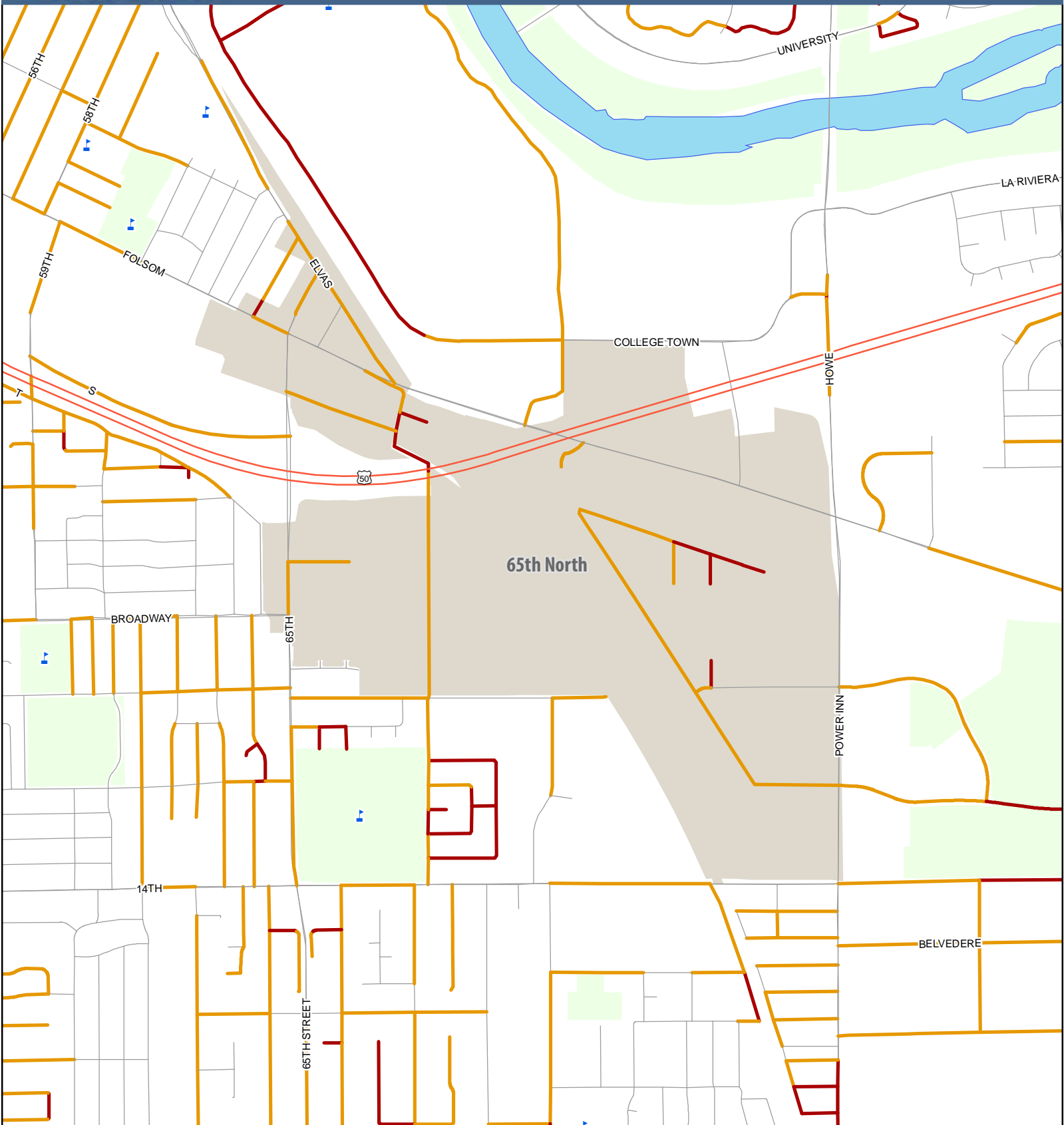
- Highways
- Waterways



0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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Legend

Street Light Coverage

- Good Coverage
- Partial Coverage
- Missing Lighting

- Parks
- School
- Library

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas

- Major Roads
- Highways
- Waterways



0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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- 81-FLORIN-65th operates from the University/65th Street Station on the Gold Line south and west to Riverside Boulevard via 65th Street, and Florin Road, with key transfers opportunities at Florin Town Centre Transit Centre (41,51,55,67,68,81) and the Florin Station on the Blue Line (LRT, 54,65,81). The 81 provides service to the 65th North PIA every 30 minutes, from 5:30 am to 10:30 pm on weekdays, and hourly service from 7:00 am to 9:30 pm on Saturdays and 7:00 am to 9:00 pm on Sundays and holidays.
- 82-HOWE-65th provides service from the University/65th Street Station on the Gold Line to American River College Transit Center via the CSUS Transit Center (connections to the 30, 34, 82, 87), Fair Oaks Boulevard, Morse Avenue, Kaiser Hospital, Country Club Plaza, and Watt Avenue. Service operates every 30 minutes from 6:00 am to 10:30 pm on weekdays, and hourly from 8:00 am to 10:00 pm on Saturdays, Sundays and holidays.
- 87-HOWE provides service from University/65th Street Station on the Gold Line to South Natomas, via Evans Avenue, the CSU Sacramento Transit Center, Fair Oaks Boulevard, How Avenue, and Marconi Avenue, with a terminus at the Marconi/Arcade Station on the Blue Line. Service operates every 30 minutes from 6:00 am to 8:30 pm on weekdays, approximately hourly from 6:15 am-9:30 pm on Saturdays, and 7:30 am to 7:00 pm on Sundays and holidays.
- 38-P/Q Streets provides service from the University/65th Street Station on the Gold Line to 8th Street and Broadway, via the UC Davis Medical Center, the 29th Street Gold Line Station, P/Q Streets, Downtown Sacramento, and 3rd/5th Streets. Service operates hourly, from 5:30 am to 9:00 pm on weekdays, approximately every hour from 8:00 am to 8:45 pm on Saturdays and 8:00 am to 6:30 pm on Sundays and holidays.

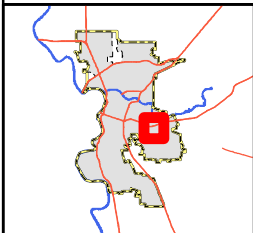
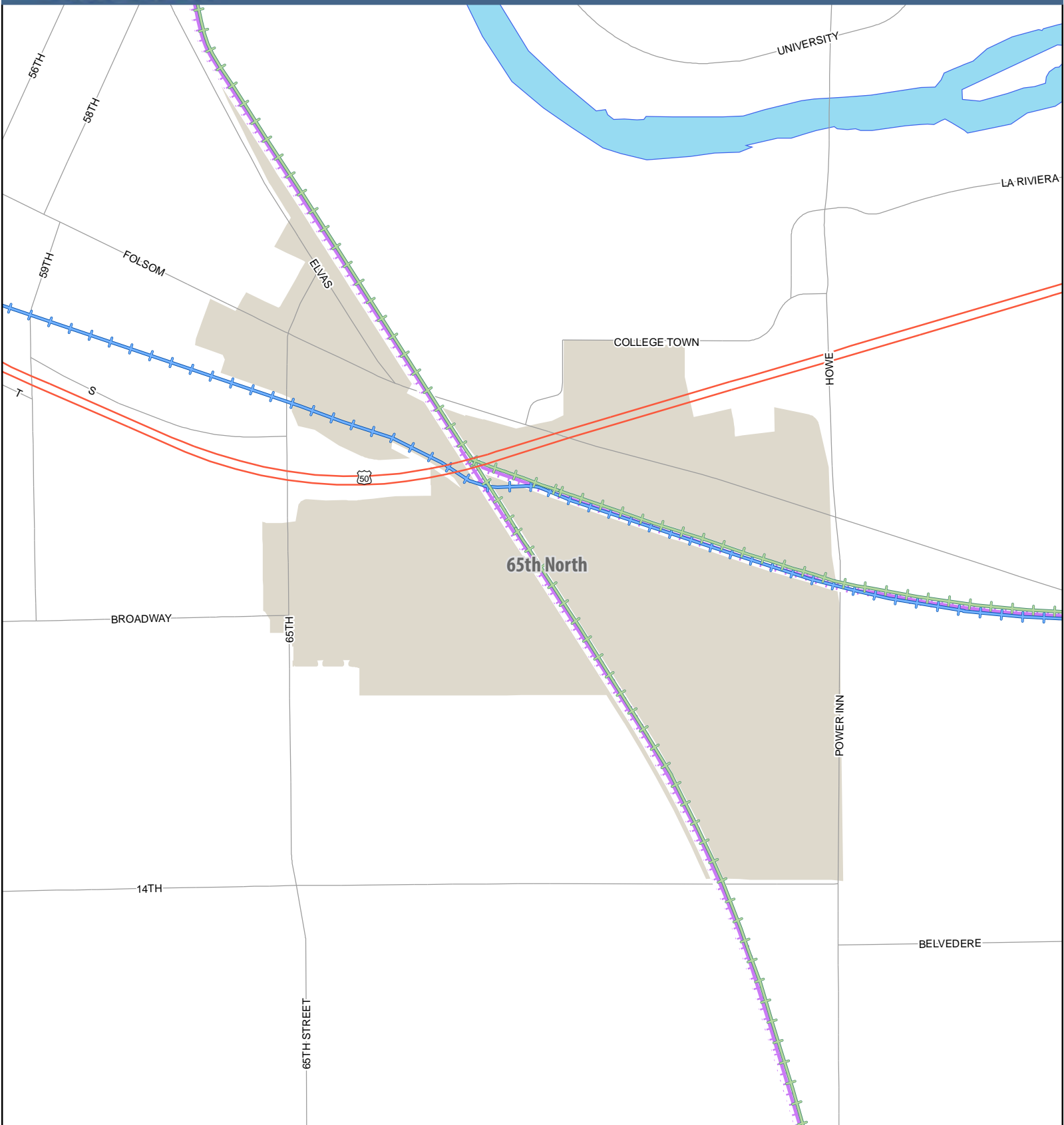
Other Transportation Facilities

No waterways or aviation facilities are located within the 65th North PIA. A double-tracked freight railroad line owned by Union Pacific bisects the PIA. This line is also used by Amtrak California's San Joaquin (Sacramento-Bakersfield) regional passenger rail service. Regional Transit's Gold Line light rail service also runs east-west through the area as previously discussed. Figure 8-12 shows railways within the 65th North PIA.

Utilities and Public Services

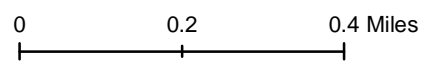
The following section covers the sanitary sewer system, the storm drainage system, and the water system within the PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications sections, and Chapter 5 for the Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.

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Legend

- Passenger Rail
- Light Rail Transit
- Freight Rail
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Sanitary Sewer System

The 65th North PIA is served by the City of Sacramento for the area west of the UPRR tracks and by the Sacramento Area Sewer District (SASD) east of the UPRR tracks. Within the City's service area the 65th North area is served by three sewer Basins 32, 48, and 78. While the sewer system is separated from the drainage system within the project area, the flows collected in the basins are ultimately conveyed to the Combined Sewer System.

The part of the 65th PIA north of US 50 is served by Basin 32 with a sewer pump station (Sump 32) located at the corner of S and 61st Streets. This system conveys the local sewer flows through a series of 8-inch to 12-inch sewer pipelines located under the streets. The system also conveys sewer flows from the Sacramento State University through a sewer main that begins as a 12-inch pipeline and increases in size as flows are collected to Sump 32. The flows from the Sac State area are limited to 0.45 million gallons per day.

The area south of US 50 and west of the UPRR tracks is served by a combination of sewer Basins 48 and 78. Basin 48 serves areas east of 65th Street while Basin 78 serves areas west of 65th. The sewer pump station serving Basin 48 (Sump 48) is located north of San Joaquin Street near the end of Manassero Way. This system conveys flows to the west across 65th Street in a 15-inch pipeline located in Manassero and 8th Avenue. A second 14-inch sewer main is located along Broadway.

The area east of the UPRR tracks is served by SASD. This collection system consists of an 18-inch pipeline along Power Inn Road. A series of 8-inch to 18-inch pipelines collect the sewer flows within the Ramona Village area.

Storm Drainage System

The 65th North PIA is served by four separate drainage systems. Most areas north of US 50 are served by drainage Basin 31 with small parts draining into Basin 113 and the Combined Sewer System (City of Sacramento, 2004). Basin 113 contains a small drainage pump station (Sump 113) located in the low area of the Folsom Boulevard/UPRR undercrossing. The drainage flows from Basin 113 are pumped into Basin 32. The Basin 32 drainage pump station (Sump 32) is located on the east side of Elvas Avenue near the intersection of 65th Street.

The area south of US 50 and west of the UPRR tracks is served entirely by Basin 31 (City of Sacramento, 1999). Flows are collected and conveyed in a 66-inch trunk line located under 65th Street. The Department of Utilities has recently constructed a drainage detention basin in the area to mitigate increased flows in the system (City of Sacramento, 2009b). The basin is located at the eastern end of Broadway and Manassero Way in the new dual purpose Mae Fong Park Collector pipelines include an 18-inch pipeline along San Joaquin Street, a 15-inch pipeline along 8th Avenue, and a 24-inch pipeline on 4th Avenue.

Most areas east of the UPRR tracks are located in drainage Basin 43 with small parts in Basins 91 and G248 (City of Sacramento, 1996). The area is mainly served by a 36-inch trunk pipeline located in Ramona Avenue and a 36-inch to 60-inch trunk pipeline located in Power Inn Road. The former California Youth Authority Site comprised of approximately 29.5 acres drains to a 24-inch collector pipeline in Brighton Avenue in Basin 91.

Water System

The 65th North PIA is supplied with water by the City of Sacramento. There are currently about 21 miles of transmission and distribution mains within the area ranging in size from 4-inches to 60-inches. About 6 miles are large diameter (greater than 18-inch) water transmission mains (City of Sacramento, 2009a). The current level of service could be described as high, compared to other areas in Sacramento. Due to the area being near the E.A. Fairbairn Water Treatment Plant, which is located just east of Sacramento State University. Many of the older distribution mains (less than or equal to 12-inch) within the area are of questionable condition.

Environmental Resources

Agricultural Resources

The 65th North PIA is designated on the California Department of Conservation's Farmland Mapping & Monitoring Program (FMMP) maps as urban and built up land (See Figure 6-1). There are no Williamson Act lands in the area.

Biological Resources

The 65th North PIA is in a primarily urban setting, but also supports the remnants of seasonal wetlands and vernal pools within ruderal, grassland habitat on vacant lots (e.g., along Ramona Avenue). There is potential for the area to support special status vernal pool species, including Sanford's arrowhead, fairy shrimp, and California linderella, in wetlands where development has not heavily disturbed the native soils. The area is also potential foraging habitat for raptors, and nesting habitat for burrowing owl. The California Natural Diversity Data Base (CNDDB) includes a recorded occurrence of American Badger in the PIA (CNDDB 2013; see Figure 6-4).

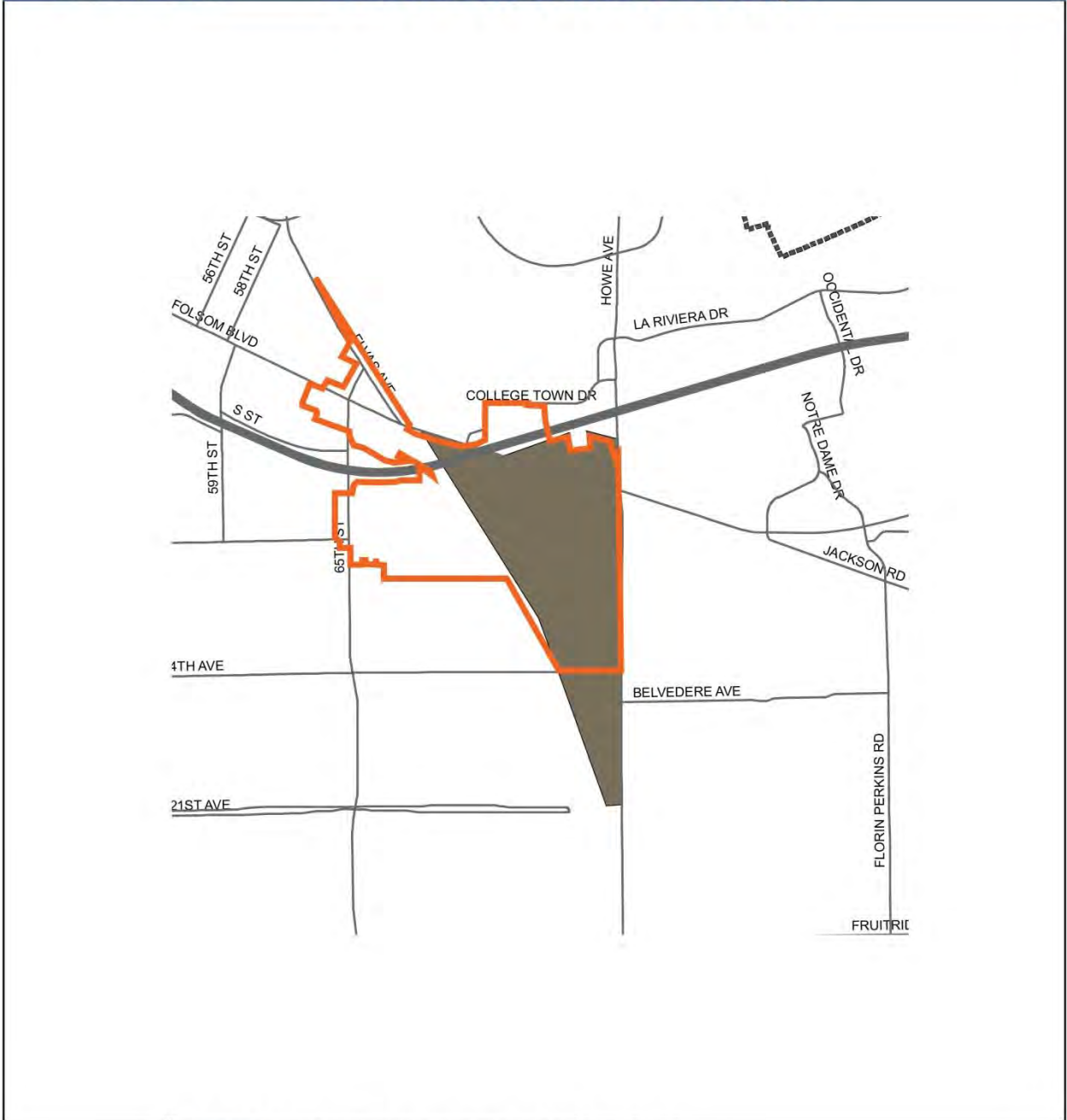
Water Resources and Quality





The 65th North PIA is located less than 0.5-miles south of the American River. The American River is listed as an impaired waterbody under section 303(d) of the Clean Water Act due to contamination with mercury and polychlorinated biphenyls. Groundwater in the area is approximately 20 to 30 feet below mean sea level, depending on season and water year (SCGA 2010).

Cultural Resources

Two historic and cultural resource surveys have been completed in support of projects in the 65th North PIA in the past two years (See Figure 8-13): a Historical Resources Survey (HRS) and Evaluation was prepared in support of the Sacramento Center for Innovation Specific Plan Survey (City of Sacramento 2012); and cultural and historic evaluations were prepared in support of an Environmental Impact Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project (State of California and City of Sacramento 2011). Research did not reveal previously identified archeological resources in the proposed project areas; however, based on known data, the area can be classified as highly sensitive for prehistoric archeological sites. The HRS and Evaluation identified three historic resources within the surveyed area: the Sacramento Valley Railroad, the First Continental Railroad and the Brighton Underpass and Flood Gate (City of Sacramento 2012, pp. 86-87).

Figure 8-13
Cultural and Historic Surveys



65th NORTH TIER 1 PRIORITY INVESTMENT AREA			
	65th North Priority Investment Area Boundary		Survey: 1998-2004
	Survey: 1974-1998		Survey: 2004- current

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Mineral Resources

Historical mineral production in the region around the 65th North PIA has included construction aggregate, kaolin clay, common clay, pumice, and gold. Construction aggregate consists of sand, gravel, and crushed stone. Mineral Resource Zones (MRZs) are determined by the California Geology Survey and used for land use planning to show the likelihood of the occurrence of mineral resources in a particular area. The 65th North PIA includes MRZ-2 (84 acres), MRZ-3 (348 acres), and MRZ-5 (31 acres) classifications. Areas classified as MRZ-2 are considered to have the likelihood of significant mineral deposits that could be economically beneficial to society. Areas classified MRZ-3 have known or inferred mineral resources that are of undetermined significance. The MRZ-5 classification represents those areas where historical mining operations have removed available resources from an area.

Air Quality, Greenhouse Gases, and Climate Change

Most of the land uses in and around the 65th North PIA are industrial in nature. Granite Regional Park and residences located in the area are considered sensitive receptors. Local air quality in the vicinity of the 65th North PIA is influenced by major (high-traffic volume) roadways, area sources, and stationary sources. As discussed in Section 6.5, Air Quality, major roadways are a concern for air quality because they accommodate high volumes of diesel-fueled truck traffic. Diesel particulate matter (PM) is a toxic air contaminant (TAC) and is associated with health impacts to sensitive receptors. High-traffic volume roadways are characterized by the California Air Resources Board (ARB) as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Major roadways in the vicinity of the 65th North PIA include U.S. Highway 50, which passes through the western portion of the area; Howe Avenue/Power Inn Road, a north-south arterial roadway that establishes the eastern boundary of the area (City of Sacramento 2013). ARB recommends a minimum 500 feet setback distance for sensitive receptors from major roadways. This is because concentration of traffic-related pollutants declines substantially after approximately 500 feet, and associated cancer risk also declines proportionally with concentration (ARB 2005).

Numerous industrial processing facilities (e.g., Nevada Cement Company), manufacturing (e.g., Procter and Gamble) distribution centers and warehouses, solid waste processing facilities (e.g., L&D Landfill, K&M Recycling), and a cogeneration plant are located within and adjacent to the area (ARB 2008). These types of land uses accommodate stationary equipment and are often associated with industrial processes that produce emissions of criteria air pollutants, precursors, and TACs. These types of facilities receive permits from the Sacramento Metropolitan Air Quality Management District (SMAQMD) for emissions within specific limits.

The Teichert Aggregate Perkins Plant at 8760 Kiefer Blvd is located east of the area. In addition to stationary equipment and industrial process emissions, this land use type is considered to be a source of particulate matter from quarry operations and a source of diesel PM associated with heavy-duty equipment and trucks used on-site and to transport materials off-site. Some of these types of industrial facilities can be considered sources of offensive odors (e.g., K&M recycling center, L&D landfill). Such facilities are subject to SMAQMD's Rule 402, Nuisance.

Other land uses in the area include commercial and residential land uses, which are not typically considered sources of air pollutants.

Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the PIA. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible to further downscale these impacts to the PIAs.

Scenic Resources

The 65th North PIA includes industrial land uses. Land use is predominately commercial and characterized by large structures and associated parking lots, both with and without landscaped setbacks. Other land uses include public spaces, as well as single and multi-family residences in the western part of the area. Distinctive features include Tahoe Park at the southern boundary of the area, Granite Regional Park on the site of a former quarry immediately east of the area, and California State University, Sacramento immediately north. Land use to the north, east, and west is primarily residential. Land use to the southeast is industrial. The area is traversed by SR 16 (Folsom Boulevard/Jackson Road), US 50, 65th Street, and Power Inn Road. Railroad tracks divide the area from the northwest to southeast. The 65th North PIA is most likely to be viewed by motorists traveling on of the area’s main thoroughfares or recreationalists at one of the area parks.

Public Health and Safety

The 65th North PIA does not include public health and safety issues different from those discussed for the entire Policy Area. Where applicable, additional information has been included from the *65th Street Station Area Plan Draft Environmental Impact Report* (City of Sacramento 2009).

Geologic and Seismic Hazards

The 65th North PIA is located on relatively flat, granitic alluvium. As discussed in Section 7.1 “Geologic and Seismic Hazards,” there is a low potential for the area to experience geologic hazards such as ground shaking, rupture, and liquefaction.

Flood Hazards

The 65th North PIA is located approximately 0.3 miles south of the American River. Although most of the area (319 acres) is within the 200-year floodplain, the entire area is outside the 100-year floodplain (see Figure 7-2). The existing flood hazard in the 65th North PIA, as defined by FEMA’s Flood Insurance Rate Map, is generally low to moderate. East of the railroad tracks that divide the 65th North area, properties are protected by levees from the 1 percent annual chance flood. West of the railroad tracks, the area properties are outside of the 0.2 percent annual chance floodplain (see Figure 7-X).

Fire Hazards

The 65th North PIA does not contain wildlands that are at risk of wildfire. However, the area does contain older, industrial buildings, which could be sources of structural fires.

Aviation Hazards

The 65th North PIA is approximately 3 miles west of Mather Air Field and is not within the airport's overflight zone (see Figure 7-3).

Hazardous Materials

The State Water Resources Control Board has identified nine active cleanup sites in the 65th North PIA (see Figure 8-14). All but one of these sites are leaking underground storage tank (LUST) cases where hazardous materials (primarily petroleum hydrocarbons) have been released. The LUST sites are in various stages of site assessment, remediation, and verification monitoring. Contamination at the 14th Avenue Landfill site consists of trichloroethylene that is believed to have leaked into the groundwater during historic operation of the landfill. Based on the industrial nature of the 65th North PIA, there may be additional contamination beyond these sites.

14th Avenue Landfill

The 65th North PIA includes the 14th Avenue Landfill northwest of the intersection of the 14th Avenue and Power Inn Road. The 14th Avenue Landfill closed in 1970. The landfill is monitored quarterly for production of associated gases (i.e., methane, carbon dioxide, nitrogen, and hydrogen sulfide produced by decomposition of waste). The 14th Avenue Landfill is located on the site of a former open-pit gravel mine that was not constructed using base liners or a containment system. Commercial construction and landscaping wastes, as well as non-inert solid wastes from household garbage, were disposed of at the landfill. Monitoring indicates that the quantity of gases currently being emitted from the site exceeds regulatory limits (City of Sacramento 2009).

Emergency Response

Emergency Response within the 65th North PIA is consistent with the emergency response for the Policy Area as described in section 7.6 "Emergency Response."

Noise

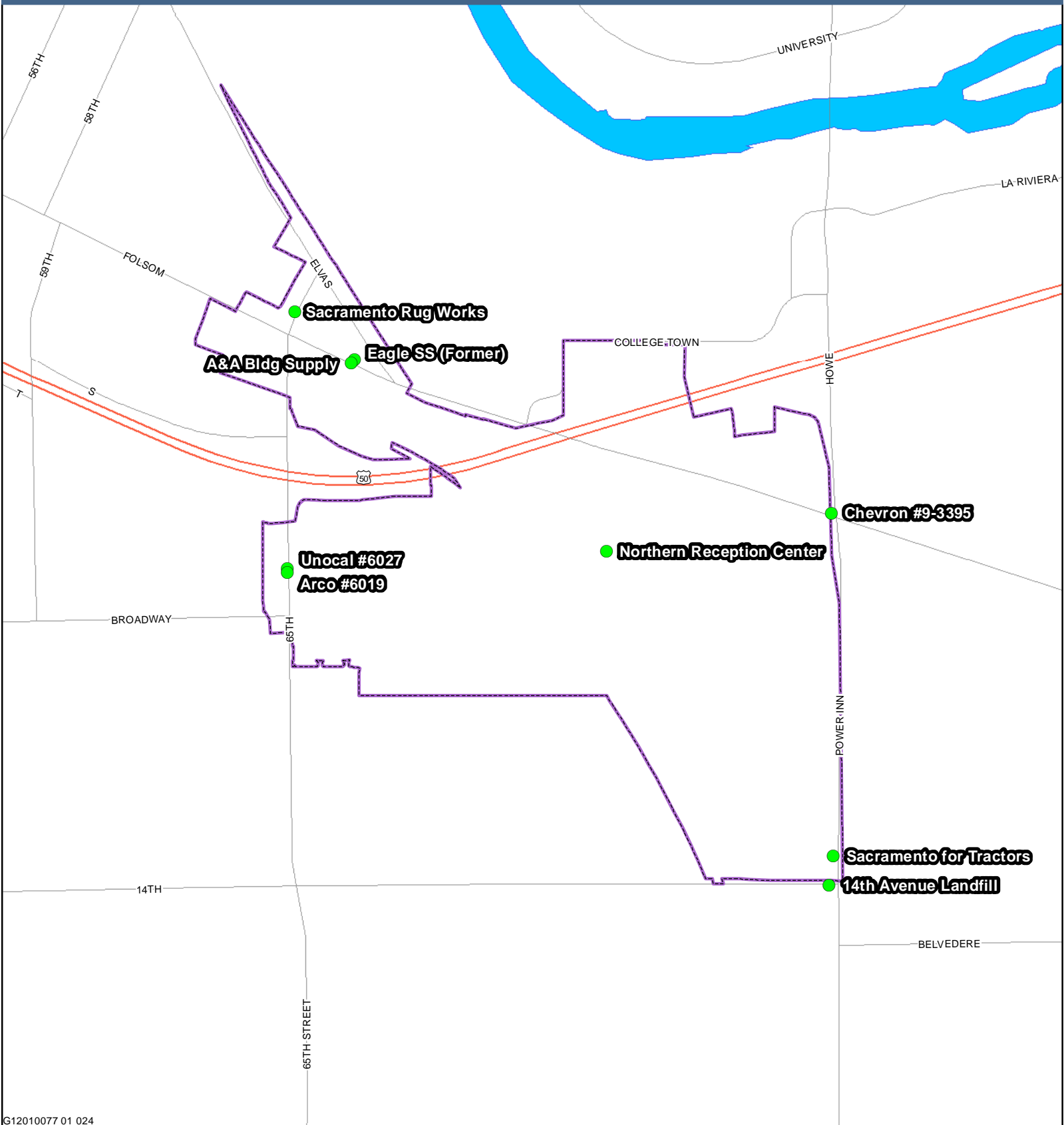
Sensitive Receptors

Sensitive receptors within the 65th North PIA include residential receptors, including a single-family neighborhood between Elvas Avenue and Folsom Boulevard, single-family neighborhoods south of US Highway 50 (US 50), to the east and west of 65th Street, and a multi-family residential complex at 65th Street and 4th Avenue.

Sources of Noise

Land uses within the 65th North PIA include a range of residential, commercial, and industrial. Although there are many noise sources within this area, the primary noise source is traffic. Other sources of noise in the area include noise from light and heavy rail operations, as described below.

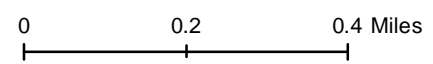
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Legend

- Hazardous Sites
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCB, 2013

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Roadway Noise

Primary roads within the 65th Street North PIA include US 50, 65th Street, Folsom Boulevard, 59th Street, Broadway, Elvas Avenue, 14th Avenue, and S Street. Existing roadway traffic noise levels are provided in Appendix E.

Railroad/Light Rail. The Union Pacific Railroad track runs diagonally in a north-south direction through the area. Noise associated with railroad tracks in the area would be similar to noise levels throughout the entire Policy Area.

Sacramento RT provides public transit service and facilities to this area, including several bus routes and two light rail stations at 59th Street and 65th Street. Both stations are located on RT's light rail tracks that bisect the area in the west-east direction just south of Folsom Boulevard. The 65th Street/University light rail station is the fifth busiest transfer station in RT's transit system. Neither station provides vehicular parking. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. Land uses within the 65th North PIA include various types of stationary noise sources. Residential areas can generate noise through the use of heating and cooling equipment, and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can generate noise through the operation of rooftop heating and cooling equipment, and other operational activities. Daily activity of certain industrial uses can generate noise from heavy equipment used as part of normal operations such as shipping and loading facilities, concrete crushing facilities, and recycling centers.

Existing Noise Levels

Monitored Daytime Noise Levels. Existing ambient daytime noise levels were measured at five selected locations within this area (Sacramento 2009). Noise measurements ranged from 54 to 67 dBA Leq, 44 to 53 dBA Lmin, and 66 to 89 dBA Lmax. Noise sources included roadway traffic, HVAC systems on nearby buildings, and parking lot noise.

Ground Vibration. Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. Primary sources of vibration in this area are US 50, the light rail, and the Union Pacific Railroad tracks.

8.2 Arden Fair

Area Overview

The Arden Fair PIA is located along Arden Way on either side of the Capital City Freeway. The area spans I-80 in an urban area at the eastern boundary of the Policy Area. Arden Way divides the area from the northwest to the southeast, and the American River forms the southern boundary. Major landmarks within the PIA include commercial buildings, hotels, a shopping mall, and the CalExpo event center.

The Arden Fair PIA includes the Swanston Station area, the Arden Fair Mall area, and the Point West areas. The Swanston Station area is generally bounded by El Camino Avenue/Santiago Street on the north, Erickson Street on the west, Arden Way/Evergreen Street on the south, and the Capital City Freeway (Hwy Business 80) on the east. The Arden Fair Mall area is bounded by the Capital City Freeway (Hwy Business 80) on the west, Arden Way on the south, and Cormorant Way, Bowling Green Drive, and Ethan Way on the east. The Point West area is located north of Cal Expo and bounded by Exposition Boulevard on the south, Arden Way on the northeast, and Hwy 80 on the northwest. The Cal Expo area is located north of the American River and bounded by Highway 80b to the west, Exposition Blvd. to the north, and Ethan Way to the east.

Community Development

Existing Land Use

Table 8-5 and Figure 8-15 summarize existing land use within the Arden Fair PIA. Public/quasi public uses account for the largest amount of land in the area at 357 acres (39 percent). The largest public/quasi-public use is between Exposition Boulevard, US Business 80, and the Sacramento County boundary. The site is home to Cal Expo, a State-owned event venue that hosts the annual California State Fair and features a water park, 18 rental facilities, and 15,000 parking spaces.

Employment generating uses (i.e., office, industrial, commercial) account for 344 acres (38 percent) of the PIA. Of the 344 acres of employment uses, 126 acres (14 percent) are office, 45 acres (5 percent) are industrial, and 173 acres (19 percent) are commercial. Most of the area around the Swanston light rail station is designated as industrial, commercial, or office. Most of the office sites are located in the Point West area on Exposition Boulevard, and most of the commercial sites are located on either side of Arden Way. The larger office sites include Owen Dunn Insurance, Schools Financial Credit Union Headquarters, Kaiser Permanente, and the Alta California Regional Center. The north side of Arden Way includes the Arden Fair Mall and the south side includes commercial uses, such as restaurants and other retail shops. The larger supporting commercial uses include Hilton Sacramento Arden West, Double Tree Hilton, and the Point West Plaza Shopping Center.

Residential uses (i.e., single family, multifamily) account for only 65 acres of the PIA (7 percent), including 45 acres (5 percent) of multifamily units and 20 acres (2 percent) of single family units. Most residential uses are located in the northern part of the PIA, except for a large multifamily site on Response Road across from Cal Expo.

Vacant land in this area only amounts to 20 acres (2 percent), located generally in the north part of the PIA near US Business 80. Other lands, including waterways, streets, and other non-developable land types, amount to 104 acres of the PIA (11 percent).

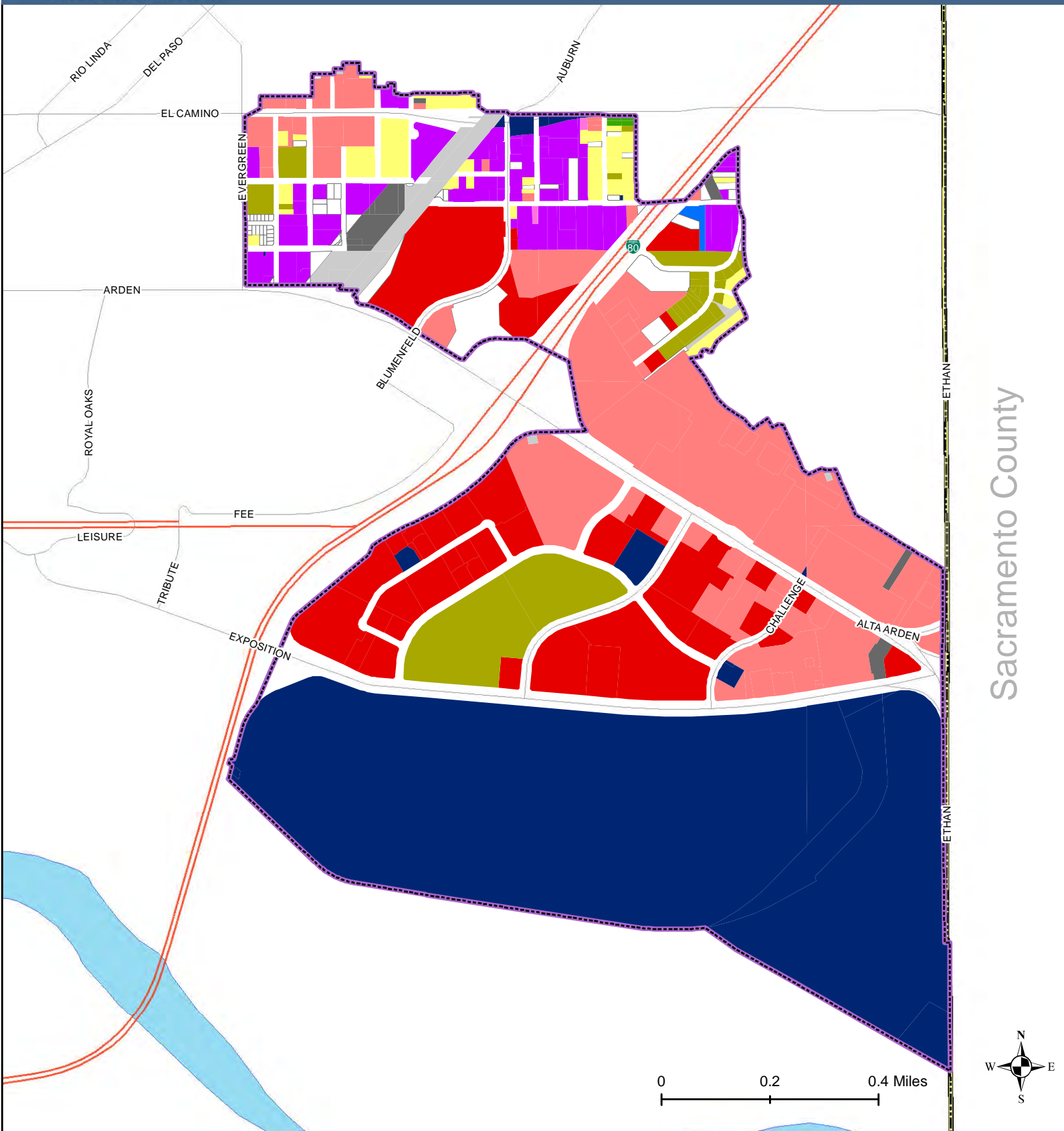
Table 8-5 Arden Fair Established Boundaries: Existing Land Use		
<i>Existing Land Use</i>	<i>Acres</i>	<i>Percent of City Limits</i>
Single Family Residential	20	2%
Multifamily Residential	45	5%
Commercial	173	19%
Office	126	14%
Industrial	45	5%
Public/Quasi Public	357	39%
Educational	1	<1%
Parks and Recreation	1	<1%
Utilities/Right-of-Way	14	2%
Parking	7	1%
Vacant	20	2%
Subtotal	810	89%
Other Land	104	11%
Total Area¹	914	100%

Notes:

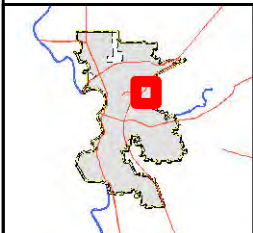
1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.

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Sacramento County



Legend

- | | | | | | |
|----------------------------------|-------------|---------------------------|---------------------|------------------------|--------|
| Policy Area | Major Roads | Single Family Residential | Mixed Use | Parks and Recreation | Vacant |
| City Limits | Highways | Multifamily Residential | Industrial | Utilities/Right of Way | |
| Tier 1 Priority Investment Areas | Waterways | Commercial | Public/Quasi Public | Parking | |
| | | Office | Educational | Ag/OS | |

Data Source: City of Sacramento, 2012;

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2030 General Plan Designations

The Arden Fair PIA is mostly located in the Arden Arcade Community Plan Area (CPA), but a small part to the northwest extends into the North Sacramento CPA. The 2030 General Plan defines the Arden Fair PIA as a Center and Transit Center opportunity area. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. All of the PIA east of US Business 80 is designated as a center. A Transit Center is an area similar to a center with a focus on transit. It may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered around a transit station. The north part of the PIA west of US Business 80, including the Swanston light rail station, is designated as a transit center.

Table 8-6 and Figure 8-16 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the Arden Fair PIA. The area includes six land use designations. Center designations (i.e., Urban Center Low, Urban Center High) make up the dominant land uses in the area at 403 acres (44 percent). Urban Center High is the largest center designation at 366 acres (40 percent) and covers the entire area south of US Business 80 and north of Exposition Boulevard. This area includes office uses, including Owen Dunn Insurance, Schools Financial Credit Union Headquarters, and Kaiser Permanente, and commercial uses including the Arden Fair Mall, the Double Tree Hilton, and the Point West Plaza Shopping Center. The Urban Center High designation provides thriving areas with concentrations of employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel.

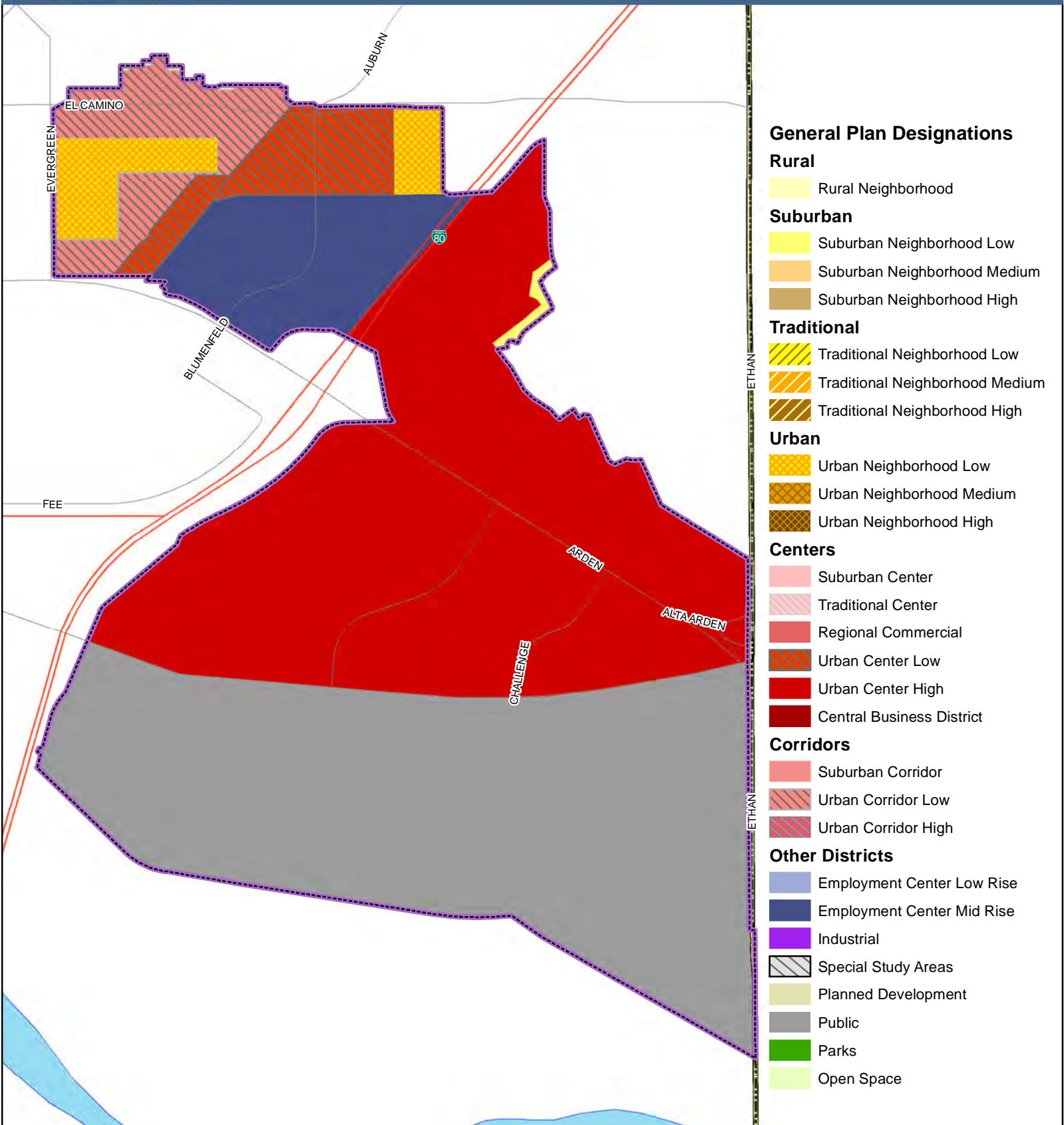
Public/Quasi-Public uses account for 364 acres (40 percent) of land in the PIA and encompass the Cal Expo site. The Public/Quasi-Public designation allows for special uses such as community services and/or educational, cultural, administrative, and recreational facilities. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities.

Additionally, Urban Corridor Low uses account for 45 acres (5 percent) of land and Employment Center Mid Rise uses account for 68 acres (7 percent). These and residential uses make up the majority of land west of US Business 80.

<i>Designation</i>	<i>Acres</i>	<i>Percent</i>
Suburban Neighborhood Low Density	4	<1%
Urban Center Low	37	4%
Urban Center High	366	40%
Urban Corridor Low	45	5%
Employment Center Mid Rise	68	7%
Public/Quasi-Public	364	40%
Total	914	100%

Source: City of Sacramento GIS Database, December, 2012.

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- General Plan Designations**
- Rural**
 - Rural Neighborhood
 - Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
 - Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
 - Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
 - Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
 - Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
 - Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space



- Legend**
- Policy Area
 - City Limits
 - Tier 1 Priority Investment Areas
 - Major Roads
 - Highways
 - Waterways

Scale: 0 0.2 0.4 Miles

Data Source: City of Sacramento, 2012;

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Zoning

Table 8-7 and Figure 8-17 summarize existing zoning for the Arden Fair PIA by base zoning district as amended through 2012. Residential zones (i.e., R-1, R-3, RMU) account for 84 acres (9 percent) of all land. The Multifamily zone (R-3) is the largest residential base zone in the PIA with 40 acres. This represents 48 percent of residential-zoned land, but only 4 percent of all land. The Standard Single Family zone (R-1) and Residential Mixed Use zone (RMU) represent 12 and 40 percent of residential-zoned land respectively.

Commercial/office zones (i.e., C-2, C-4, OB, SC) account for 321 acres (35 percent) of land. General Commercial (C-2) is the largest commercial base zone in the PIA with 154 acres. This represents 48 percent of residential-zoned land and 17 percent of all land. Heavy Commercial accounts for 13 acres (4 percent) of all commercial/office zones, Office Building (OB) accounts for 90 acres (28 percent) of all commercial/office zones, and Shopping Center (SC) accounts for 64 acres (20 percent) of all commercial/office zones.

Industrial zones (i.e., M-1, M-2s) account for 53 acres (6 percent) of land in the PIA. Light Industrial zones (M-1) account for 51 acres (96 percent) of industrial-zoned land, and Heavy Industrial zones (M-2) account for 2 acres (4 percent) of industrial-zoned land.

Other zones (i.e., A) account for 350 acres (38 percent) of land. Agriculture (A) is the largest base zone in the PIA. About 810 acres of the 914 acres of land within the PIA have specific zoning, while about 104 acres are used for right-of-ways, waterways, and are other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The American River Parkway, Transit, Review, and Planned Unit Development overlay zones are located in the PIA. The American River Parkway Overlay Zone covers the Cal Expo site. The land north of Exposition Boulevard and south of Arden Way to the east of US Business 80 is designated as part of the Planned Unit Development-Review Overlay Zone. The area between Auburn Boulevard and northwest of US Business 80 is also designated as part of the Review Overlay Zone and beyond Auburn Boulevard there are two sites designated as part of the Transit Overlay Zone.

Table 8-7 Arden Fair Base Zoning			
<i>Zone</i>	<i>Category</i>	<i>Acres</i>	<i>Percent</i>
Standard Single Family	R-1	10	1%
Multifamily	R-3	40	4%
Residential Mixed Use	RMU	34	4%
General Commercial	C-2	154	17%
Heavy Commercial	C-4	13	1%
Office Building	OB	90	10%
Shopping Center	SC	64	7%
Light Industrial	M-1	51	6%
Light Industrial	M-1S	0	0%
Heavy Industrial	M-2	2	<1%
Agriculture	A	350	38%
Total Zoned Land	--	810	89%
Other Lands ¹	--	104	11%
Total PIA Land²	--	914	100%

Notes:

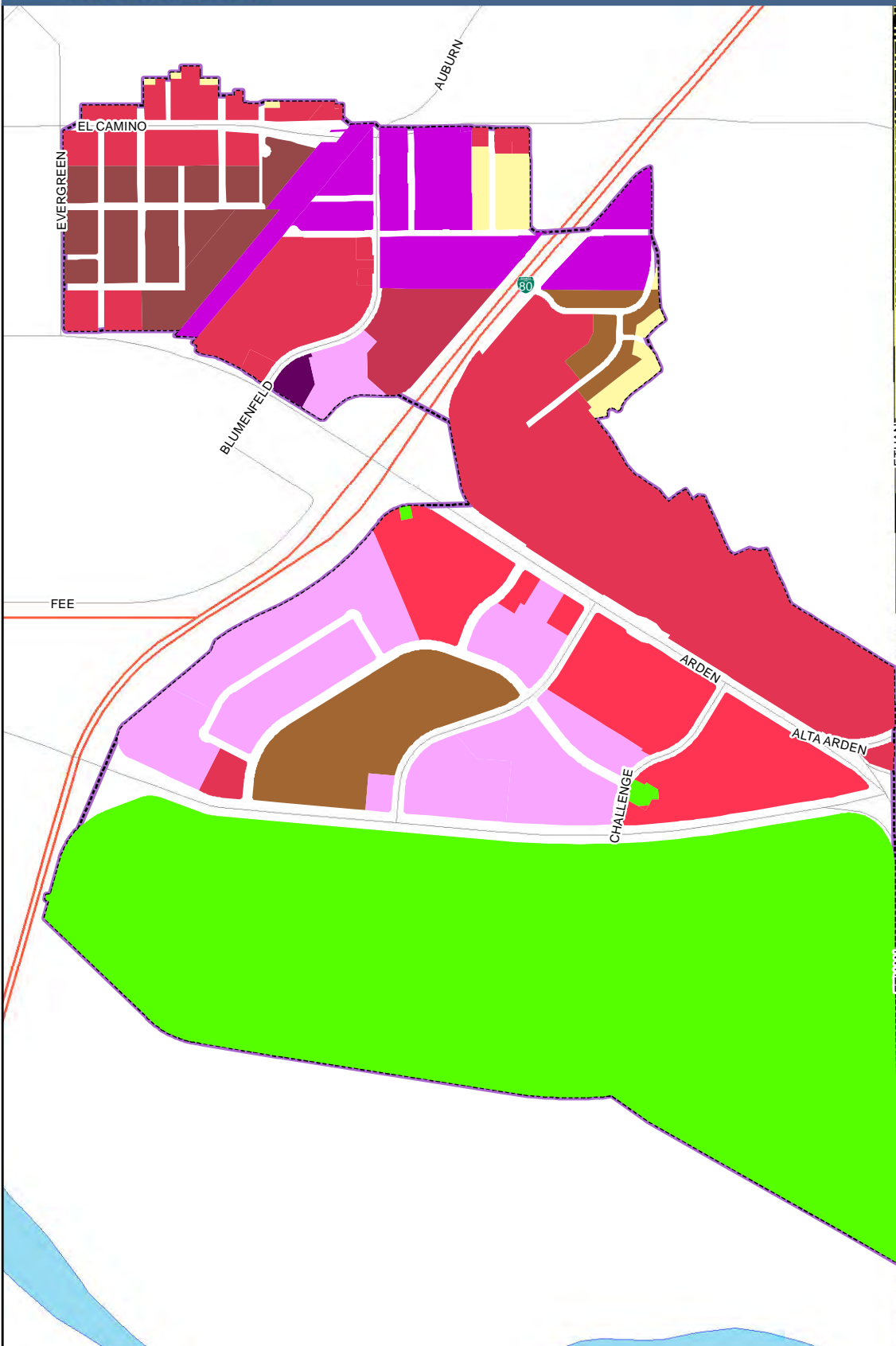
1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

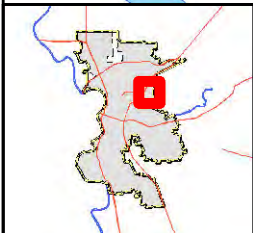
Source: City of Sacramento GIS Database, December 2012.

Policy Context

There are no plans that specifically apply to development within the Arden Fair PIA. A summary of citywide plans applicable to the area can be found in the Policy Context section of Chapter 2, Community Development.

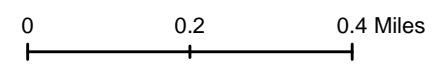


- Residential Zones**
- RE - Rural Estates
 - R-1 - Standard Single Family
 - R-1A - Single Family Alternative
 - R-1B - Single or Two Family
 - R-2 - Two-Family
 - R-2A - Multi-Family (up to 17 units/acre)
 - R-2B - Multi-Family (21)
 - R-3 - Multi-Family (29)
 - R-3A - Multi-Family (36)
 - R-4 - Multi-Family (58)
 - R-4A - Multi-Family (110)
 - R-5 - Multi-Family (174)
 - RCMU - Residential/Commercial Mixed Use
 - RMU - Residential Mixed Use
 - RO - Residential-Office
 - RMX - Residential Mixed Use
- Commercial and Office Zones**
- C-1 - Limited Commercial
 - C-2 - General Commercial
 - C-3 - Central Business District
 - C-4 - Heavy Commercial
 - EC - Employment Center
 - HC - Highway Commercial
 - OB - Office Building
 - ORMU - Office/Residential Mixed Use
 - SC - Shopping Center
- Industrial and Manufacturing Zones**
- M-1 - Industrial
 - M-2 - Heavy Industrial
 - MIP - Manufacturing - Industrial Park
 - MRD - Manufacturing, R & D
- Other Zones**
- A - Agricultural
 - A-OS - Agriculture-Open Space
 - F - Flood
 - ARP-F - American River Parkway
 - H - Hospital
 - SPX - Sports Complex
 - TC - Transportation Corridor



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Mobility

Roadways and Level of Service

The roadway system within the Arden Fair PIA relies heavily upon two major arterial roadways: Arden Way and Exposition Boulevard. These two east-west arterial roadways traverse the Arden Fair PIA, and provide mobility through the area, as well as access to adjacent land uses. The Capital City Freeway (also known as Business 80) serves as the primary regional transportation facility in the area. Within the vicinity of the Arden Fair PIA, interchanges located at Arden Way, Exposition Boulevard, and El Camino Avenue provide access from the area to the Capital City freeway.

Figure 8-18 shows the area’s roadway system, and identifies roadway functional classifications and the number of travel lanes. As shown, the roadway system within the Arden Fair PIA generally has lower levels of network connectivity than the abutting neighborhoods. This results in high concentrations of traffic on a somewhat limited number of roadway facilities. As a result, the City has developed wide roadways to accommodate the heavy traffic volumes. At the core of the Arden Fair PIA, adjacent to Arden Fair Mall, Arden Way has four travel lanes in either direction.

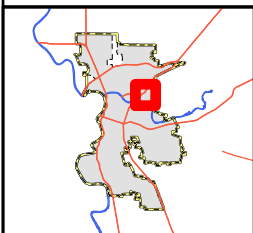
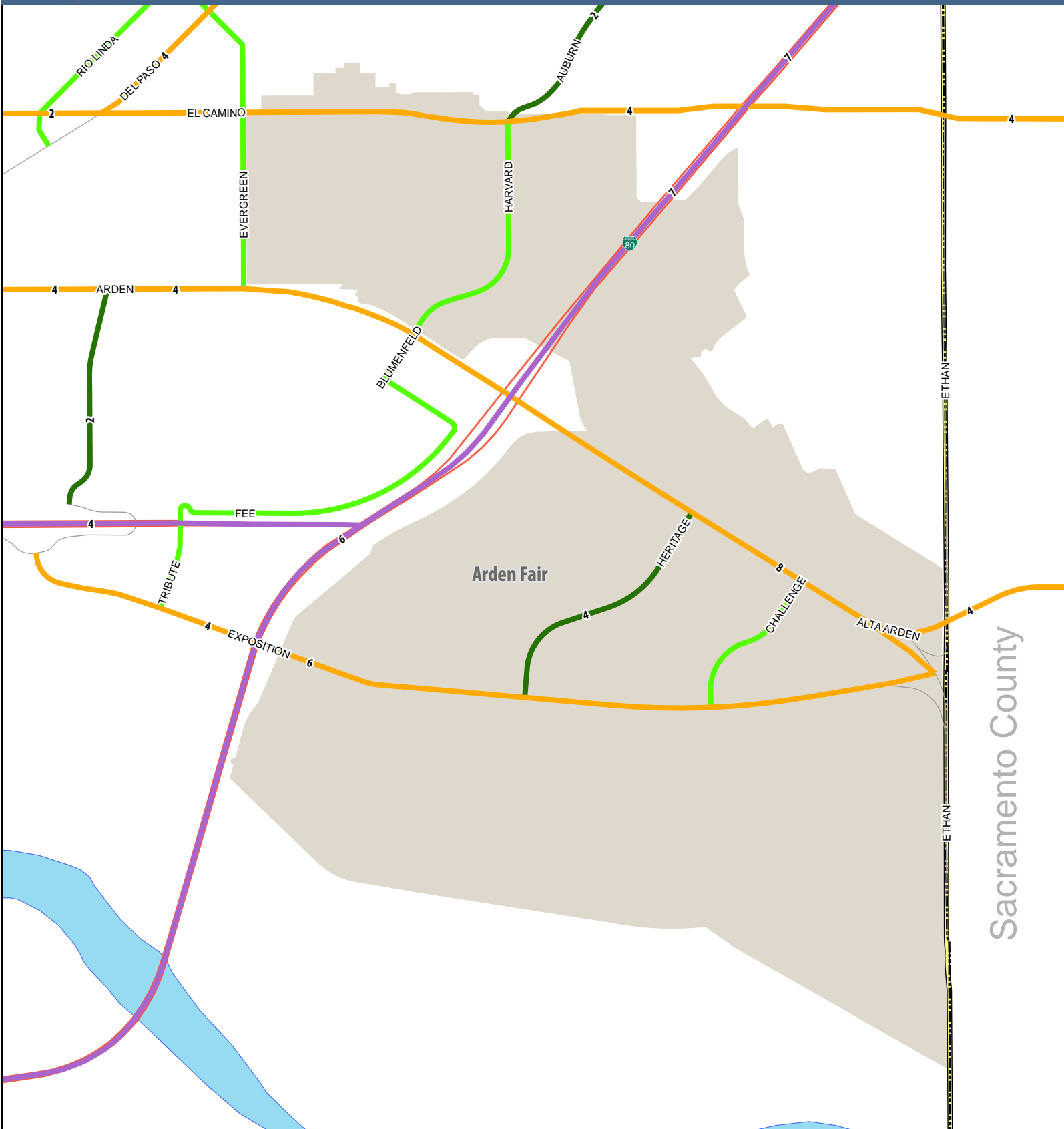
Figure 8-19 and Table 8-8 display the existing daily roadway segment LOS analysis results within the Arden Fair PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of the Capital City Freeway, which is rated at LOS F. The Capital City Freeway (Business 80) is also a designated Surface Transportation Assistance Act (STAA) truck route (see Figure 8-20).

<i>Roadway</i>	<i>Segment</i>	<i>Lanes</i>	<i>Daily Volume</i>	<i>Existing LOS</i>
Arden Way	Royal Oaks Dr to Business 80	4	31,800	D
Arden Way	I-80 Business to Exposition Blvd	8	51,300	B
Auburn Blvd	El Camino Ave to Arcade Blvd	2	7,000	A
El Camino Ave	Del Paso Blvd to I-80 Business	4	27,400	C
Exposition Blvd	I-80 Business to Arden Way	6	31,400	A
Heritage Ln	Arden Way to Exposition Blvd	4	8,200	A
Alta Arden Expwy	Howe Ave to Fulton Ave	4	14,300	A
Business 80	J St to SR-160 Interchange	6	166,800	F
Business 80	SR-160 Interchange to El Camino Ave	7	159,500	F

Source: Fehr & Peers, 2013.

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Arden Fair PIA Roadway Classification and Lanes

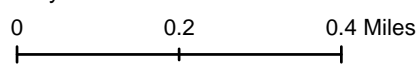


Legend

- Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector

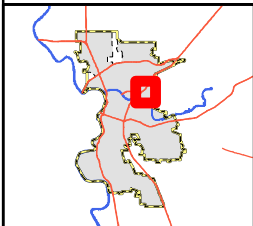
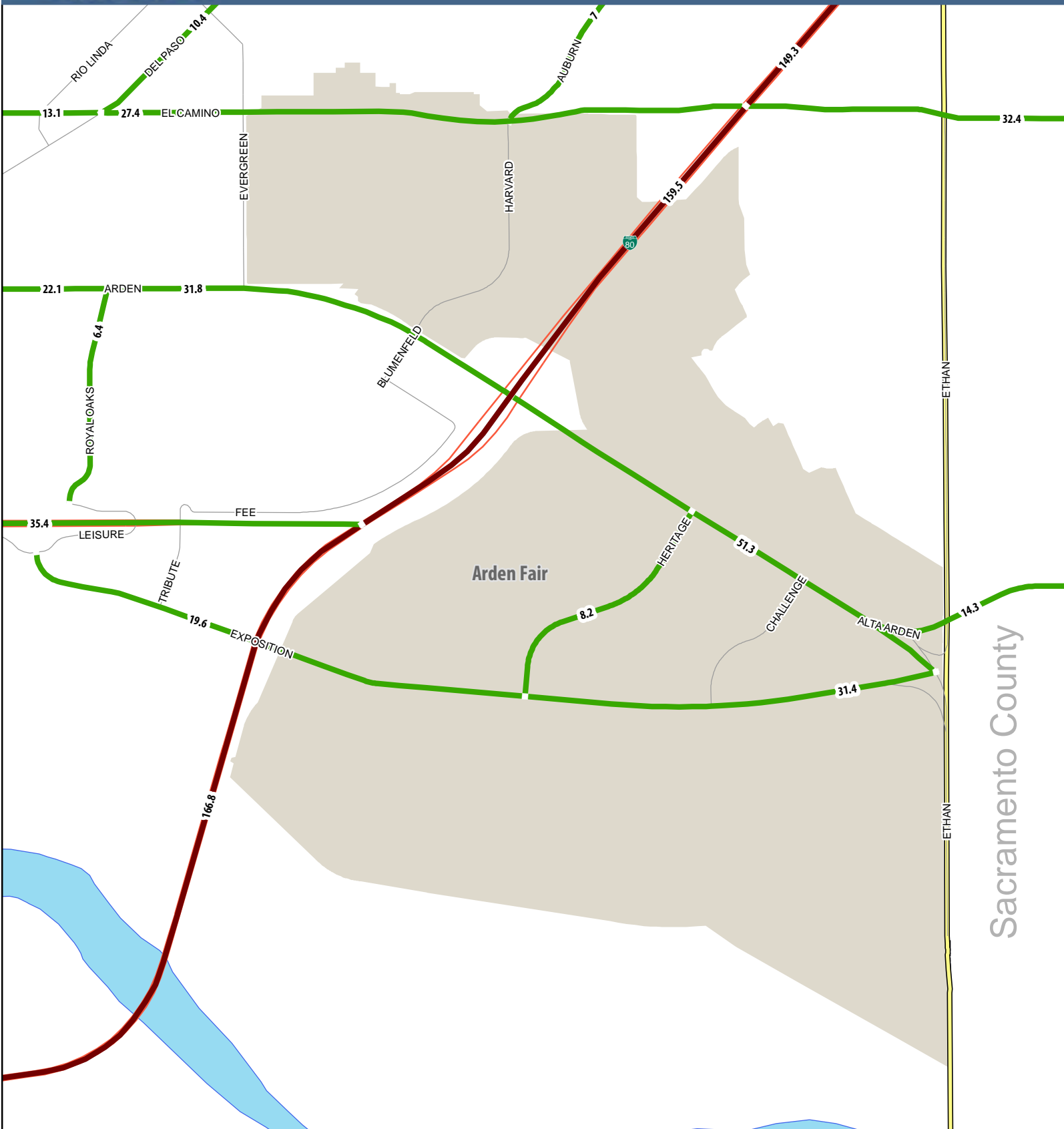
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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Legend

- ## Daily Traffic Volume x 1,000
- A - D (Green line)
- E (Yellow line)
- F (Red line)
- Policy Area (Yellow outline)
- City Limits (Dashed outline)
- Tier 1 Priority Investment Area (Grey shaded area)
- Major Roads (Thin grey line)
- Highways (Thick red line)
- Waterways (Blue area)

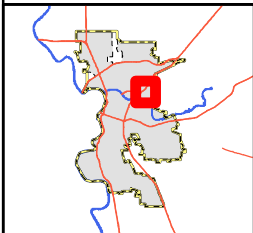
0 0.2 0.4 Miles

Data Source: City of Sacramento, 2012;


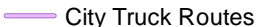


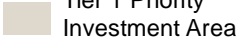


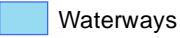
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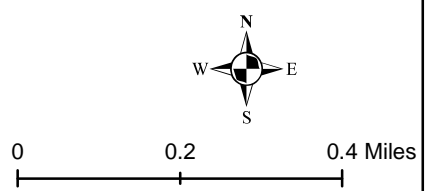


Sacramento County



Legend

-  STAA Truck Routes
-  City Truck Routes
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Area
-  Major Roads
-  Highways
-  Waterways



Data Source: City of Sacramento, 2012;

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Pedestrian and Bikeway Facilities

The Arden Fair PIA has a connected system of bicycle lanes. The Arden Fair PIA has a somewhat disconnected sidewalk system. Roadways within the Arden Fair PIA with on-street Class II bicycle lanes include Exposition Boulevard, Response Road, Heritage Lane, and Harvard Street. Figure 8-21 shows existing bicycle facilities within the area.

Figure 8-22 shows the percentage of commuters in the area who walk to work. As shown, the percentage of commute trips made by walking within the area varies, with higher percentages found east of the Union Pacific Railroad tracks but west of the Capital City Freeway, and north of Arden Way on the east side of the freeway. Figure 8-23 shows the locations of roadways with missing or partial sidewalk coverage. As shown, roadways within the PIA located to the east of the Capital City Freeway generally have at least partial sidewalk coverage; to the west of the freeway, coverage is limited with many streets lacking sidewalks. This condition may help to explain the lower levels of pedestrian activity in this portion of the area.

Street lighting increases the comfort of pedestrians and bicyclists, and makes them more visible to passing motorists. Figure 8-24 shows that most streets within the Arden Fair PIA have either good or partial street lighting coverage.

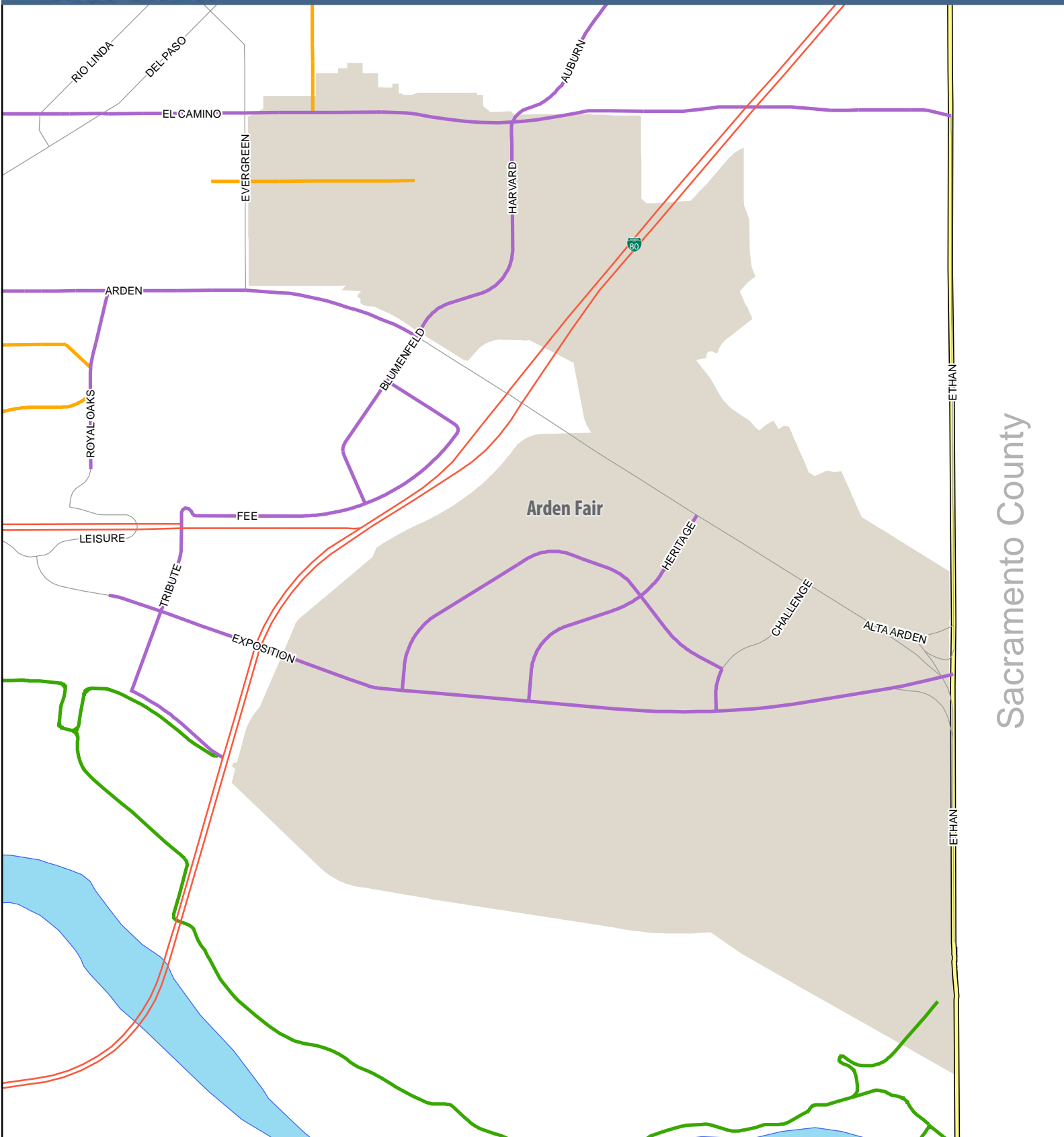
Transit Service and Facilities

The Arden Fair PIA is served by both light rail trains and buses operated by Sacramento RT. The Swanston Station on RT's Blue Line is located at Dixianne Avenue and Selma Street in the northwest quadrant of the PIA. From Swanston, patrons can travel northeast to the terminus of the Blue Line at Watt/I-80 Road. To the southwest, the Blue Line provides direct access to Downtown Sacramento and the State Capitol (with opportunities for transfer to the Gold Line east to Folsom or northwest to the Sacramento Valley Station, or north on the Green Line to 7th and Richards/Township 9), then travels southeast to its current terminus at Meadowview Station. The Swanston Station has 311 commuter parking spaces, but no bus transfers.

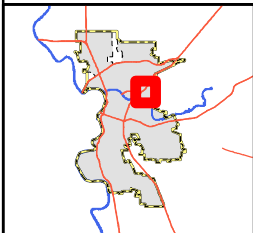
Bus lines serving the Arden Fair PIA include lines 22, 23, 29, 67, and 68. The area also has the Arden Fair Transit Center located at the Arden Fair Mall.

- Line 22 – ARDEN provides connections to east to Butano Drive and Watt Avenue (Country Club Plaza) and west to the Royal Oaks and Arden/Del Paso Stations on the Blue Line, both via Arden Way (service hourly from 8:00 am-9:00 pm on weekdays, with no service on weekends or holidays).
- Line 23 – EL CAMINO provides connections northeast to the Sunrise Mall Transit Center, via Arden Way, Ethan Way and El Camino Avenue, and West to Arden Way and Del Paso Boulevard (service every 30 minutes 5:00 am-9:30 pm on weekdays, 6:30 am-9:00 pm on Saturdays and 8:00 am-9:00 pm on Sundays).
- Line 67 – FRANKLIN provides connections from the Arden Fair Transit Center to Florin Town Centre, routed with Line 68 along the CA-80 Capitol City Freeway corridor, then separately along Franklin Blvd Boulevard and Florin Road (service every 30 minutes 5:00 am-10:00 pm on weekdays, hourly from 6:30 am-9:30 pm on Saturdays and hourly from 8:00 am-9:30 pm on Sundays and holidays).

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Sacramento County

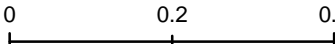


Legend

- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

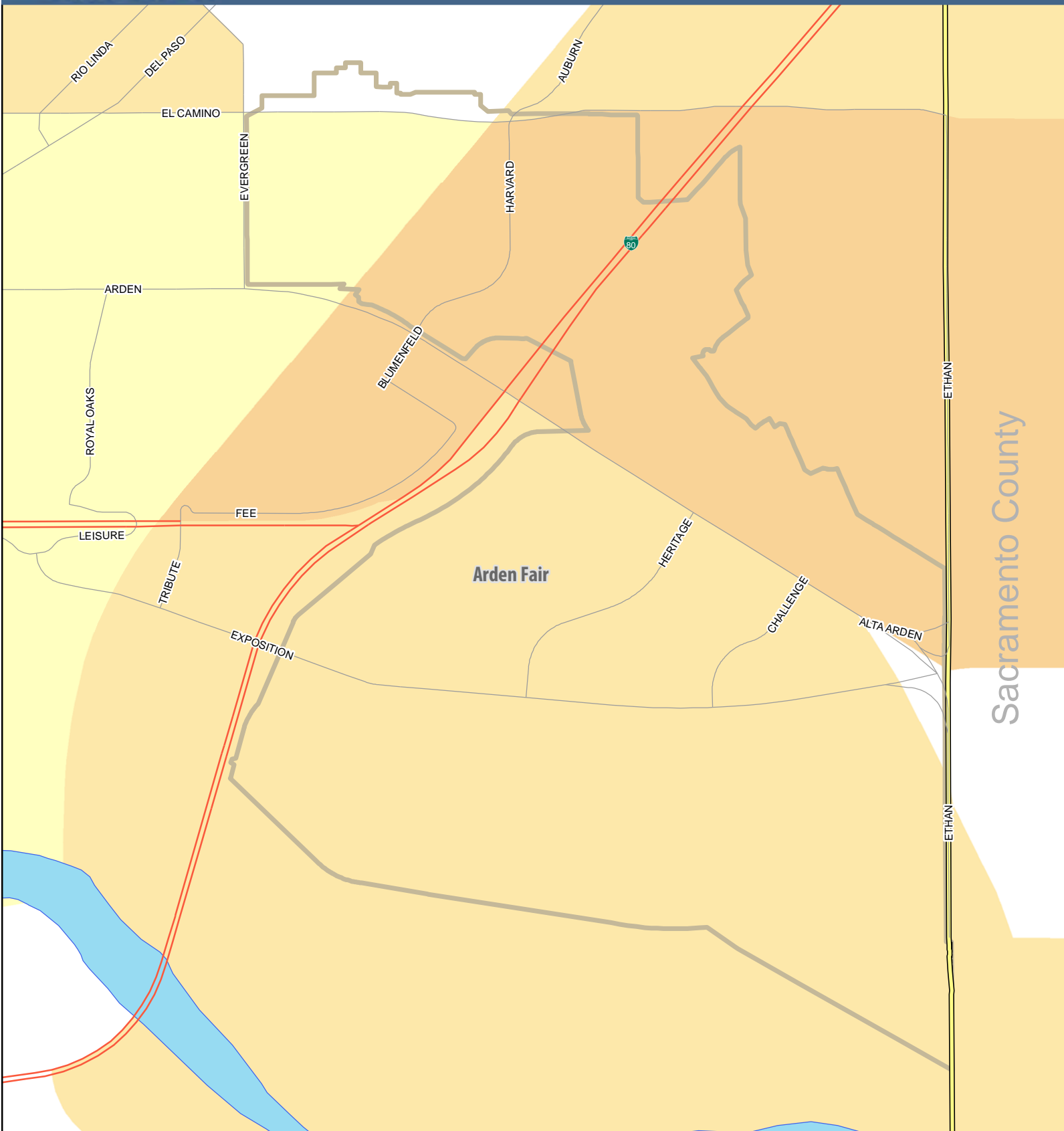


0 0.2 0.4 Miles

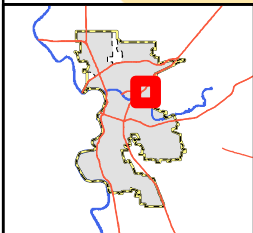


Data Source: City of Sacramento, 2012;

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Sacramento County



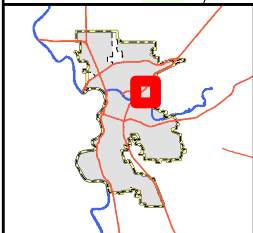
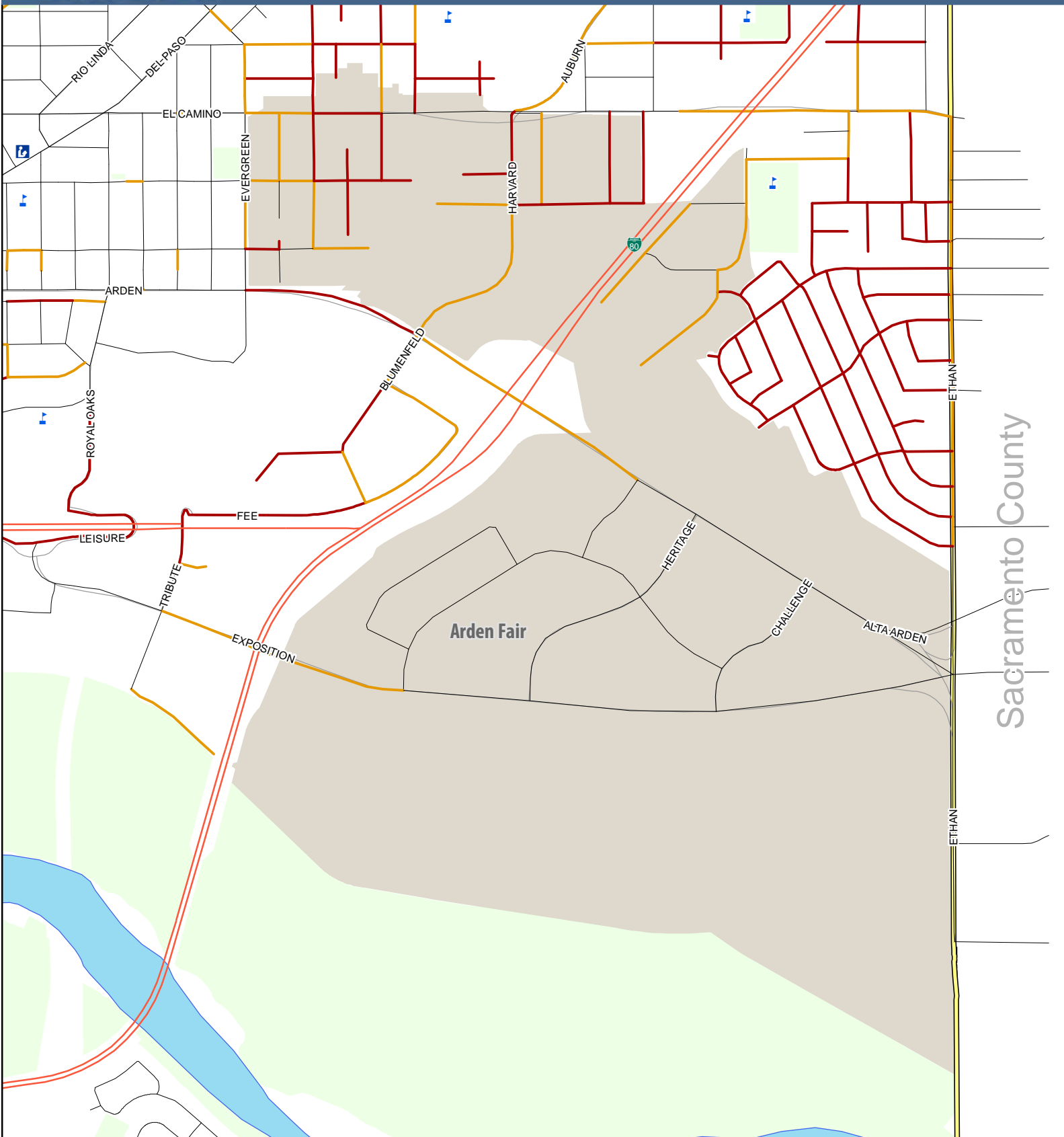
Legend
% Commuters Walking

0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

Data Source: City of Sacramento, 2012;

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Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

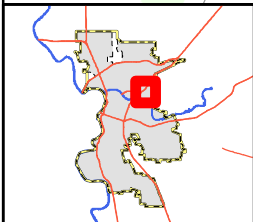
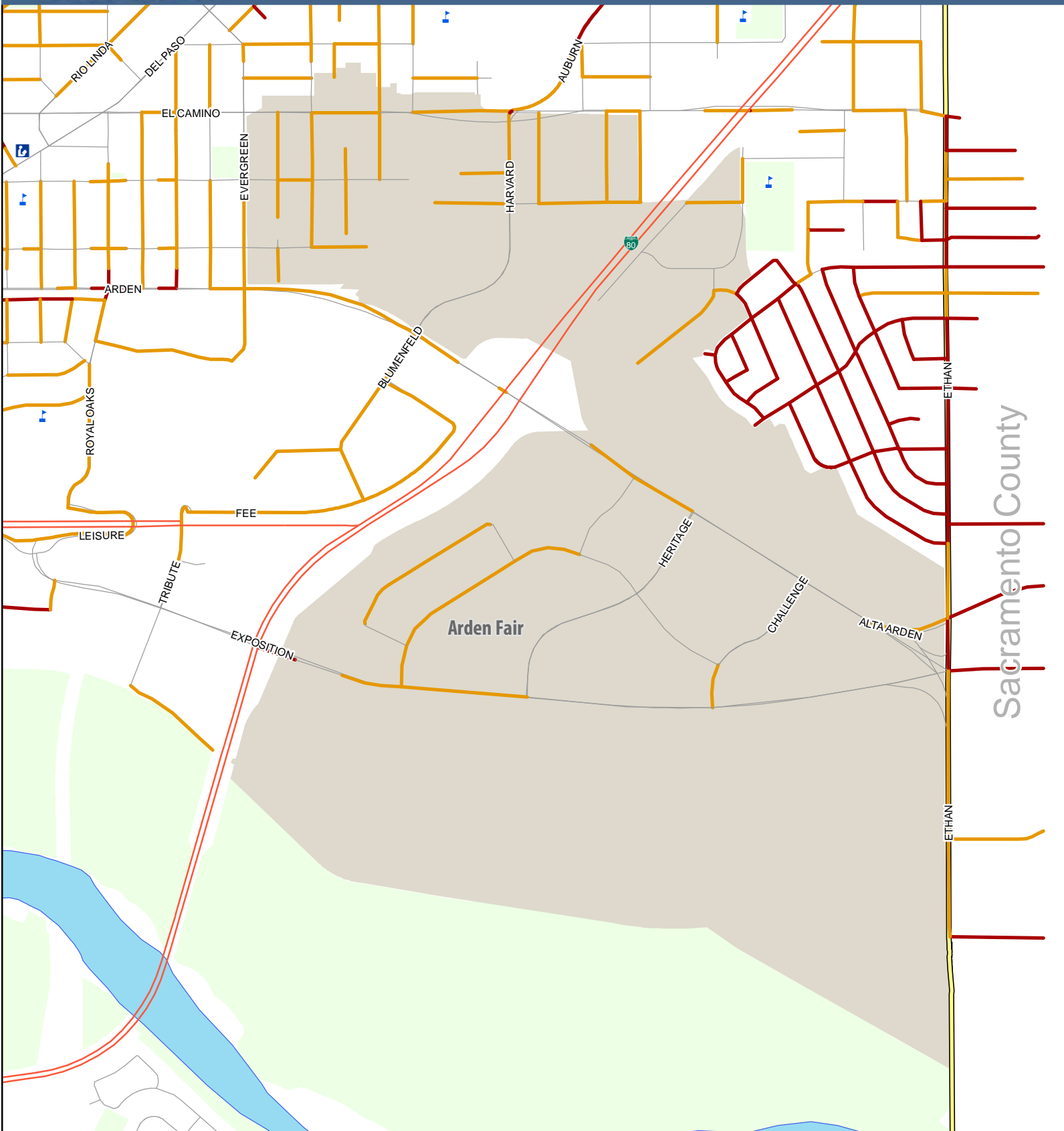
- Parks
- School
- Library
- Policy Area

- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

- Highways
- Waterways

Data Source: City of Sacramento, 2012;

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Legend

Street Light Coverage

- Good Coverage
- Partial Coverage
- Missing Lighting

- Parks
- School
- Library

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas

- Major Roads
- Highways
- Waterways



0 0.1 0.2 Miles

Data Source: City of Sacramento, 2012;

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- Line 68 – 44TH STREET provides connections from Arden Fair Transit Center to Florin Town Centre, routed with Line 67 along the CA-80 Capitol City Freeway corridor, then separately to Florin via 34th Street, Martin Luther King Jr. Boulevard, 14th Avenue, and 44th Street (service every 30 minutes from 6:00 am-6:00 pm, then hourly from 6:00-9:00 pm on weekdays; hourly from 7:40 am-9:00 pm on Saturdays, Sundays and holidays). Transfers to downtown Sacramento and Folsom can be made at 29th Street Station on the Gold Line.
- Line 29 – ARDEN-CALIFORNIA provides two morning peak hour trips to downtown Sacramento (service via Arden Way, CA-160, 7th Street, and 12th Street), terminating at 7th Street and O Street, with connections to the Gold, Green and Blue Lines at 8th and O Station (departing Arden Fair Transit Center at 6:56 am and 7:26 am). Return service from downtown Sacramento to California Avenue in Carmichael, includes two trips arriving at the Arden Fair Transit Center at 4:51 pm and 5:21 pm.

Other Transportation Facilities

No waterways or aviation facilities are located within the Arden Fair PIA. A double-tracked freight railroad line owned by Union Pacific traverses the northwestern corner of the PIA. This line is also used by Amtrak's long distance California Zephyr passenger service (Emeryville-Sacramento-Denver-Chicago) as well as Amtrak California's Capitol Corridor regional passenger rail service (San Jose-Sacramento-Auburn). Regional Transit's Blue Line light rail service runs on two separate parallel tracks located to the west of the Union Pacific line. Figure 8-25 shows railways within the area.

Utilities and Public Services

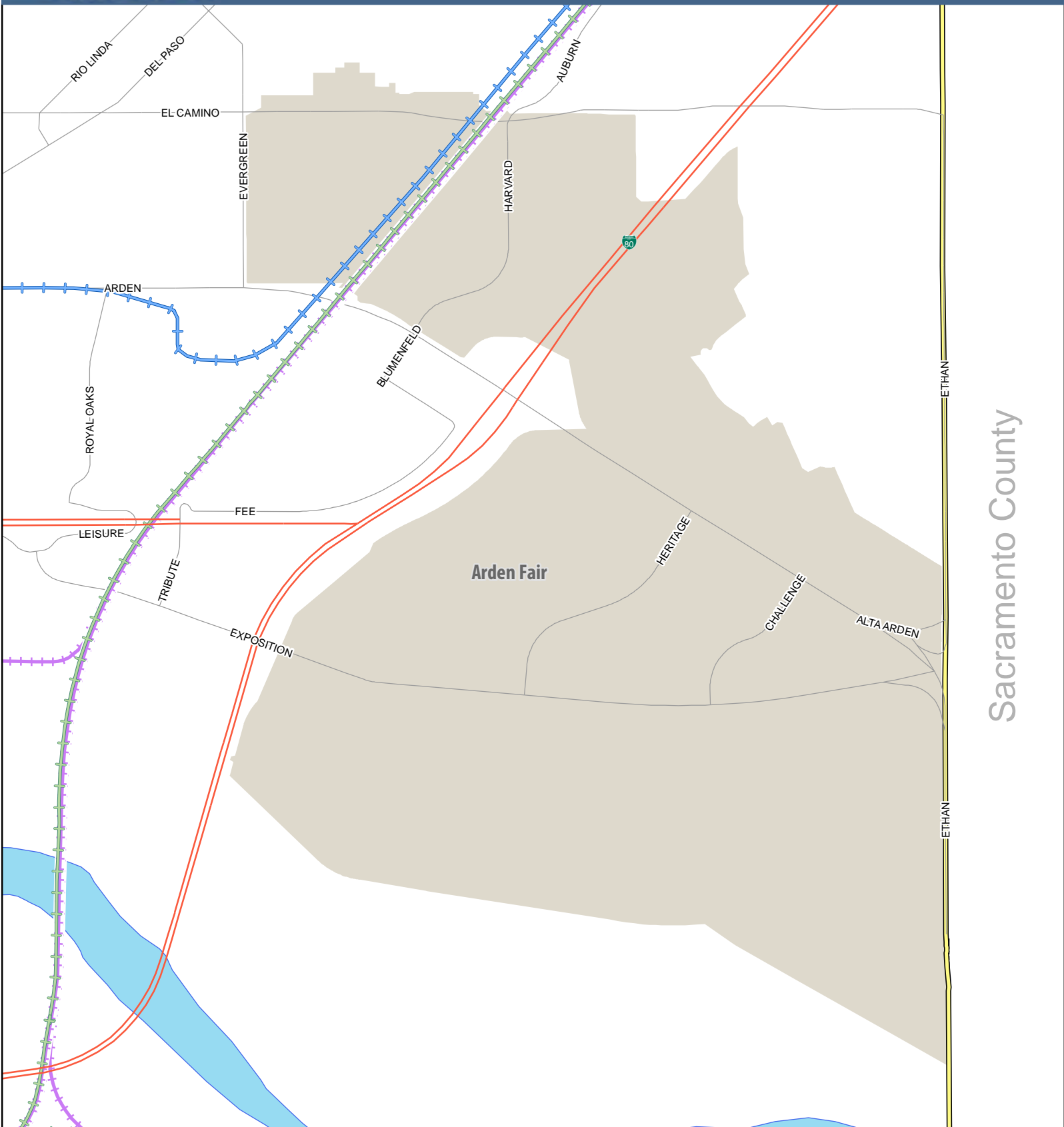
The following section covers the sanitary sewer system, the storm drainage system, and the water system within the Arden Fair PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications sections, and Chapter 5 for the Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.

Sanitary Sewer System

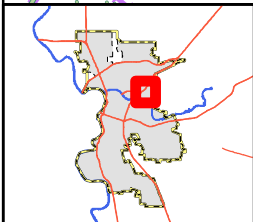
Most of the Arden Fair PIA east of the UPRR tracks is served by the Sacramento Area Sewer District (SASD) for sanitary sewer. The area west of the UPRR tracks in the Swanston Station area is served by the City of Sacramento.

The Swanston Station area is served by the City of Sacramento to the west of the UPRR tracks by sewer Basins G303 and G305, and the Sacramento Area Sewer District to the east of the UPRR tracks. The existing systems adequately convey the current wastewater flows. However, occasional problems occur with inflow and infiltration during storm events (City of Sacramento, 2007).










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Sacramento County

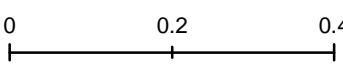


Legend

-  Passenger Rail
-  Light Rail Transit
-  Freight Rail
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Areas
-  Major Roads
-  Highways
-  Waterways



0 0.2 0.4 Miles



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The Point West area is served by a 24-inch sewer main within Cal Expo that flows to SASD Sump No.2. Smaller 8-inch to 15-inch pipelines located in the streets collect the sewer flows which are conveyed to the 24-inch pipeline. There are no known issues with the existing system.

Storm Drainage System

The Swanston Station area is mostly served by the City of Sacramento's drainage Basin 151. A small part of the area located in the southeast is served by drainage Basin 152. The Arden Fair Mall and Point West areas are served by the City's drainage Basin 152. The following is a discussion of drainage system for the three main project areas.

The Swanston Station area drains through a system of pipelines and open channels to a drainage pump station (Sump 151) located adjacent to the American River near Lathrop Way. Much of drainage Basin 151 does not meet City standards including roadside ditches containing debris, damaged culverts, insufficient pipeline capacity, inadequate storage, and pump station capacity (City of Sacramento, 2007). Basin 151 has been identified by the City of Sacramento – Department of Utilities as a Critical Drainage Infrastructure Area for needed improvements. A small portion of the Swanston Station area is also served by drainage Basin 152. This largely developed area has no known deficiencies within the Swanston Station area.

The Arden Fair Mall area is served by a drainage canal on the west side of the Arden Fair Mall property that parallels the Capital City Freeway. This canal feeds into a 10-foot by 8-foot box culvert that flows through the Point West area to a drainage pump station (Sump 152) located adjacent to the American River. Smaller 8-inch to 36-inch pipelines feed into the canal from the Mall site and the area west of Royale Road.

The Point West Area is served by a 42-inch to 54-inch trunk line in Exposition Boulevard and a 12-foot by 10-foot box culvert that flows to the drainage pump station (Sump 152). Smaller 8-inch to 30-inch pipelines flow into these facilities from Response Road, Heritage Land and Challenge Way.

Water System

Water supply and distribution to the Arden Fair PIA is provided by the City of Sacramento and the Sacramento Suburban Water District. As stated in Chapter 4, the City of Sacramento obtains water primarily by diversion from the Sacramento River and the American River. The Sacramento Suburban Water District obtains water for their customers from 88 groundwater wells located throughout their service area.

The Swanston Station area is served by the City of Sacramento, using water mains that range in size from 4-inches to 12-inches in diameter. The existing water distribution system is adequate for domestic needs, but improvements are needed to improve fire flow (City of Sacramento, 2007).

The Arden Fair Mall area is served by the Sacramento Suburban Water District with the exception of a 12-inch main along Bowling Green Drive which is maintained by the City. The water mains in the Arden Fair Mall area generally range in size from 8-inch to 54-inch diameter. There is a 54-inch transmission main located along Ethan way from Exposition Boulevard to Alta Arden Expressway. There are a few smaller 6-inch mains in the Sacramento Inn/Silica Way/Royale Road/Waterford area that should be upsized to 8-inch mains to provide better fire flow.

The Point West area is served by the City of Sacramento with water mains ranging in size from 8-inch to 12-inch diameter. The system is adequate to provide both domestic and fire needs.

Environmental Resources

Agricultural Resources

The Farmland Mapping & Monitoring Program (FMMP) categorizes the Arden Fair PIA as urban and built-up land and other land (see Figure 6-1). There are no agricultural resources in the area.

Biological Resources

Biological resources in the Arden Fair PIA include primarily urban and ruderal habitat, with riparian habitat associated with the American River parkway along the southern boundary.

There are recorded occurrences of burrowing owl and purple martin in the northern part of the Arden Fair PIA, west of I-80. Burrowing owls are fairly tolerant of human activity near their nest burrows, as long as suitable foraging habitat exists nearby. Given the lack of undeveloped lots within the Arden Fair area, there is a low potential for this species to occur. Purple martins generally inhabit open areas with an open water source nearby. They frequently return to the same nesting site year after year, and adapt well to the presence of humans. There is a colony of purple martins that was recorded nesting on the underside of the El Camino Avenue overcrossing of the railroad tracks in the PIA during surveys conducted between 2002 and 2007 (City of Sacramento 2009). In addition, the American River Parkway could provide suitable habitat for protected nesting birds and special-status species, including valley elderberry longhorn beetle and white-tailed kite. (CNDDDB 2013; see Figure 6-4). The parkway includes Bushy Lake, which is a body of water that has historically varied in size between 11 acres and 80 acres, depending upon rainfall, water pumping, and water table conditions. Over the years, the man-made lake has undergone a gradual succession of ecological change to become a substantial community of riparian and marsh vegetation with associated wildlife, consistent with the purpose and intent of the Bushy Lake Preservation Act. This Act (California Public Resources Code, Chapter 9, beginning with Section 5830), adopted in 1976, designates approximately 86 acres as a State Natural Preserve, with the primary intent of preserving important vegetation and wildlife species and their supporting ecosystems (Sacramento County 2008).

Water Resources and Quality

The American River Parkway is immediately adjacent to the southern boundary of the Arden Fair PIA east of I-80. The parkway provides approximately a 0.5-mile buffer between the PIA and the river and includes Bushy Lake and the associated State Natural Preserve (described above).

The surface water quality in the American River is impaired by the presence of mercury and polychlorinated biphenyls from Nimbus Dam to the Sacramento River confluence. Groundwater in the Arden Fair PIA is generally between 20 and 30 feet below mean sea level and of good quality (SGA 2008).

Cultural Resources

The northeast portion of the Arden Fair PIA was surveyed as part of the Swanston Station Transit Village Environmental Impact Report prepared in 2009 (City of Sacramento 2009e). Figure 8-26 identifies cultural resources surveys previously performed in the area.

Mineral Resources

The Arden Fair PIA is designated MRZ-1 in the north and MRZ-3 in the south (see Figure 6-11). In the areas designated MRZ-1, there is little or no likelihood for presence of significant mineral resources. The areas designated MRZ-3 are those containing aggregate deposits, the significance of which has not been determined based on the available data. The potential for significant mineral deposits, other than minor amounts of sand and gravel, within the Arden Fair PIA is low.

Air Quality, Greenhouse Gases, and Climate Change

The Arden Fair PIA includes commercial parcels that accommodate professional offices, medical facilities (Kaiser Permanente), retail, along with hotels, and areas of multi-family housing. Prominent landmarks in Arden Fair include Cal Expo, the venue for the California State Fair, and the Arden Fair Mall, a regional shopping mall. Interstate 80 parallels the southwestern portion of the area and passes through the northeastern portion of the area. Interstate 80 and certain segments of Arden Way are considered high-traffic volume roadways by the California Air Resources Board (ARB 2005, City of Sacramento 2013). High-traffic volume roadways are characterized ARB as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Vehicles traveling on these major transportation corridors in the area are sources of air pollutant emissions, including diesel PM, which is a toxic air contaminant (TAC). Mobile-source emissions influence air quality in the Arden Fair PIA.

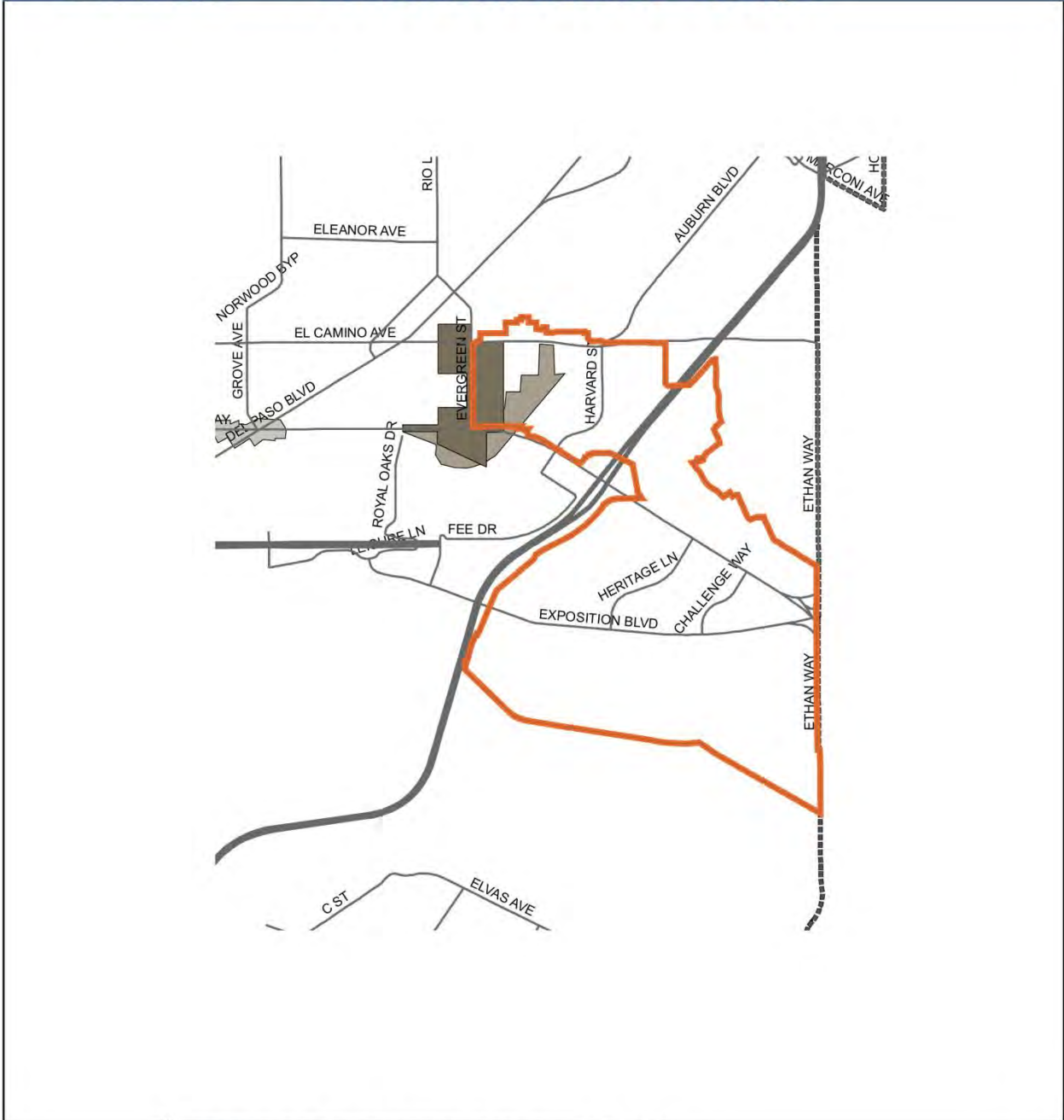
Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the Arden Fair PIA. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible further downscale these impacts to each of the Arden Fair PIA.

Scenic Resources

The character of the Arden Fair PIA is commercial and industrial. The area is complemented by the American River Parkway, which frames the southern boundary of the site east of I-80 and provides valuable open space. Views of the American River Parkway from the Arden Fair PIA are limited by the earthen levee that forms the southern boundary of the area. From the Cal Expo area, the tops of trees are visible and suggest the presence of the adjacent open space; however, the transmission lines that traverse the parkway from east to west are equally prominent visual features from this vantage point.

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Figure 8-26
Cultural and Historic Surveys



ARDEN FAIR TIER 1 PRIORITY INVESTMENT AREA

 Arden Fair Priority Investment Area Boundary	 Survey: 1998-2004
 Survey: 1974-1998	 Survey: 2004- current

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Cal Expo, which is the site of many functions including that California State Fair, is the hallmark of the built environment in this area. The complex includes large grey and earth-toned buildings that are surrounded by large, paved areas for parking. The Arden Fair Mall, the other major development in the area, is located at the northern boundary of the area east of I-80. This indoor retail complex consists of a large mall and five associated buildings that share a large parking lot and small parking garage.

The Arden Fair PIA is somewhat visible to motorists from I-80, to recreationalists on the American River Parkway, and to travelers on major east-west trending roadways that cross the area, including Exposition Boulevard, Arden Way, and El Camino Avenue. Ambient lighting in the vicinity is generated from roadway lighting and light industrial and commercial security lighting.

Public Health and Safety

Geologic and Seismic Hazards

Soils in the Arden Fair PIA are primarily Columbia soils, xerarents, and urban land (see Figure 7-1). Columbia soils are a coarse-loam and are found on low flood plains. Xerarents are formed in fill material (derived from nearby soils of dominantly granite origin) mixed during grading and excavation activities. The permeability of xerarents ranges from moderate to very slow, and the available water capacity is moderate or high. The shrink-swell potential ranges from low to high and runoff is very slow or slow. Xerarents have a slight hazard of water erosion. Urban land consists of areas covered up to 90 percent by impervious surfaces. The soil material under these impervious surfaces may have been altered during construction, and is generally similar to nearby soil units (City of Sacramento 2009). As discussed in Section 7.1, the Policy Area has a low potential for geologic and seismic hazards because there are no known faults in the region.

Flood Hazards

The Arden Fair PIA is located approximately 0.5 miles north of the American River and adjacent to the American River Parkway. The area is primarily within the 200-year floodplain. However, 128 acres in the southeastern corner of the area are designated as 100-year floodplain (Zone AE) by FEMA (see Figure 7-1). Most of the Arden Fair PIA is outside the 0.2 percent annual chance floodplain (Zone X) or protected by levees from the 1 percent annual chance flood (Zone X – protected by levees; see Figure 7-X).

Fire Hazards

The Arden Fair PIA does not support wildlands that pose a risk of wildfire. The adjacent American River Parkway is managed to include fire breaks and maintenance roadways (Sacramento County 2008). The older, industrial buildings in the area, however, are a potential source of structural fires.

Aviation Hazards

The Arden Fair PIA is located south of McClellan Air Field, but is not within the airport's overflight zone (see Figure 7-3).

Hazardous Materials

Parts of the Arden Fair PIA west of I-80 have a history of industrial use and includes two sites of known contamination (Figure 8-27). According to the SWRCB's Geotracker database, Perchloroethylene has been detected in soil gas and groundwater on the site of a former laundry facility at 1031 Arden Way that is currently being remediated through a voluntary clean-up agreement with DTSC (DTSC 2013). Further evaluation is needed to characterize potential contamination at an auto wrecking yard (1421 Auburn Boulevard) that is known to have cars buried onsite. According to the SWRCB's Geotracker database, there is also a leaking underground storage tank site (Arco #0662) in the Arden Fair PIA.

Emergency Response

Response to emergency situations in the Arden Fair PIA would be consistent with the response outlined for the remainder of the Policy Area in Section 7.6. Maintenance roads in the American River Parkway also provide access for emergency response (Sacramento County 2008).

Noise

Sensitive Receptors

Sensitive receptors within the Arden Fair PIA primarily consist of residential receptors. This area consists of nine residential neighborhoods: Del Paso Park, Ben Ali, Swanston Estates, Arden Fair, Point West, Cal Expo, Campus Commons, and Sierra Oak, of which are predominately multi-family attached units. Residential neighborhoods are located along Ethan Way between Exposition Boulevard and Auburn Boulevard, and south of Fair Oaks.

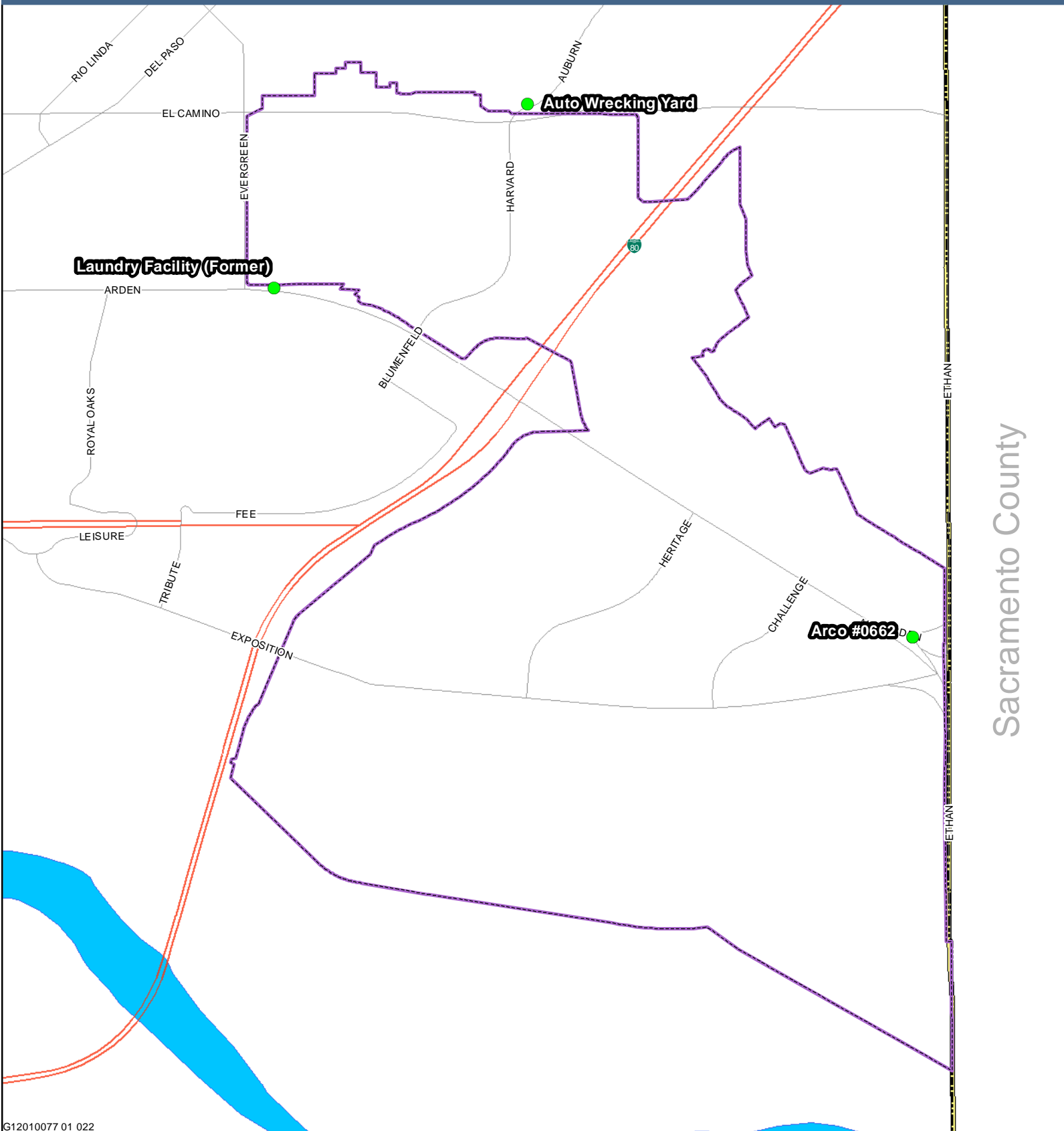
Sources of Noise

Land uses within the Arden Fair PIA include a range of residential, commercial, recreational, park and open space, and industrial. Although there are many noise sources within the area, the primary noise source is roadway traffic. Other sources of noise in the area include noise from light and heavy rail operations and other stationary noise sources, as described below.

Roadway Noise. Primary roads within the Arden Fair PIA include Auburn Boulevard, Fair Oaks Boulevard, Ethan Way, Marconi Avenue, Fulton Way, El Camino Avenue, Arden Way, Exposition Boulevard, State Route (SR) 160, and Business 80. Existing roadway traffic noise levels are provided in Appendix E.

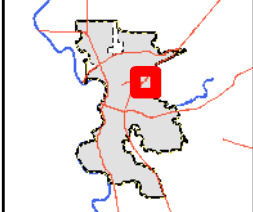
Railroad/Light Rail. The Blue Light Rail line extends along the western edge of the area, parallel to the Union Pacific Railroad line, which bounds the Arden Fair PIA on the west. Noise associated with railroad tracks in the area would be similar to noise levels throughout the entire Policy Area. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. The Arden Fair PIA is dominated by three landmarks: Cal Expo, Point West Marketplace, and the Arden Fair Mall which are unique stationary noise sources. Cal Expo and Point West Marketplace hold the annual California State Fair and a variety of other events such as conventions, rodeos, horse races, and others. The Arden Fair Mall is a large retail shopping area that attracts many visitors during the weekends and peak shopping times of the year.

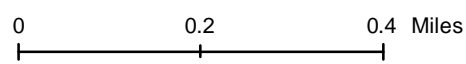


Sacramento County

G12010077 01 022



- Legend**
- Hazardous Sites
 - Policy Area
 - City Limits
 - Tier 1 Priority Investment Areas
 - Major Roads
 - Highways
 - Waterways



Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCD, 2013

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These land uses and events attract thousands of people to the area and can result in temporary increases in noise from increased roadway traffic and noise associated with events (e.g., loudspeakers, live music, fireworks). Although these facilities can result in increased levels of noise, the noise sources are not atypical of these types of land uses and they only occur for short periods of time, typically during the less sensitive times of the day.

Existing Noise Levels

Daytime Noise Levels. Noise sources in the Arden Fair PIA are similar to those throughout the entire Policy Area; therefore, ambient noise levels described in Section 7.5 Noise adequately describe the existing noise levels in this area.

Typical noise sources include roadway traffic noise, light and heavy rail operations, noise from parks and recreation facilities, noise associated with industrial land uses and commercial buildings (e.g., HVAC units, loading docks), and noises associated with residential neighborhoods (e.g., people talking, yard maintenance equipment, dogs barking).

Traffic and railroad noise levels for the entire Policy Area were modeled and are provided in Appendix C and E. Daytime ambient noise measurements were also taken at certain locations throughout the Policy Area, capturing noise levels from typical noise sources throughout the Policy Area, and described in further detail in Section 7.5 Noise.

Ground Vibration

Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. Primary sources of vibration in this area are Business 80, the light rail, and the Union Pacific Railroad tracks.

8.3 Central Business District

Area Overview

The Central Business District (CBD) PIA includes the Sacramento River District, the Sacramento Railyards, the Downtown Sacramento Business District, the R Street Corridor, Miller Park, and the Docks areas. The Sacramento River District is located in the northerly portion of the CBD area and is generally bounded by the American River on the north, the Sacramento River on the west, the UPRR Tracks/North B Streets on the south, and 28th Street on the east. The Sacramento Railyards is generally bounded by North B Street to the north, the Sacramento River on the west, I Street on the south and 12th Street on the east. The Sacramento Downtown Business District is generally bounded by I Street to the north, 3rd Street to the west, Capitol Mall to the south, and 17th Street to the east. The R Street Corridor is located in the southerly portion of the CBD and is a two-block wide area (one block on either side) of R Street between 2nd and 28th Streets. The Docks area is located in the southwesterly corner of the CBD and is generally bounded by the R Street Overpass on the north, the Sacramento River on the west, Interstate 80/Highway 50/Pioneer Bridge on the south, and Front Street/I-5 on the east.

Community Development

Existing Land Use

Table 8-9 and Figure 8-28 show existing land uses within the Central Business District PIA. Other lands, including waterways, streets, and other non-developable land types are the largest land use in the area at 439 acres (21 percent), followed by vacant lands at 339 acres (16 percent). Most vacant land is located east of I-5 and south of North B Street, including the Railyards area. Together, parking and utilities/right-of-way uses account for 263 acres (12 percent).

Employment generating uses (i.e., office, industrial, commercial) account for 674 acres (33 percent of the area). Of the 674 acres of employment uses, 248 acres (12 percent) are office, 326 acres (16 percent) are industrial, and 100 acres (5 percent) are commercial. Some office uses are located in the north part of the PIA near the American River, but most office sites are located throughout the Downtown. Some of the larger office developments include the California Highway Patrol and California State Lottery Commission in the north, the City of Sacramento (300 Richards Boulevard) offices in the north, and a large cluster of State government buildings to the north and south of Capitol Park. Most of the area to the north near the river includes industrial uses. Some of the larger industrial sites in the north include Sacramento Electricians, Rock-Tenn Recycling, Goodman Distribution, Sacramento Habitat for Humanity, Kelly Paper, Restaurant Depot, and Bell Marine. Other industrial sites are located in the central city along the R Street Corridor and the Docks Area adjacent to the river and the Capital City Freeway. The Docks Area is home to Chevron. Commercial development is mainly located in the central city, especially between L Street and J Street.

Residential uses (i.e., single family, multifamily) account for 129 acres (6 percent) of the PIA. Most residential uses are multifamily and the largest residential sites in the central city are clustered between Q Street and L Street near 4th and 26th. There is also a large multifamily development at Dos Rios Street and Richards Boulevard in the north, and a large single family development at Richards Boulevard and North 7th Street. Parks and recreation uses account for 166 acres (8 percent) of land in the PIA. Most park sites are located adjacent to the river, with the exception of the large Capitol Park in the central city.

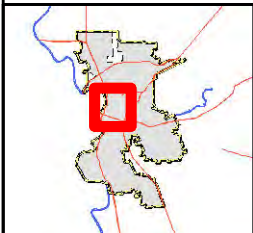
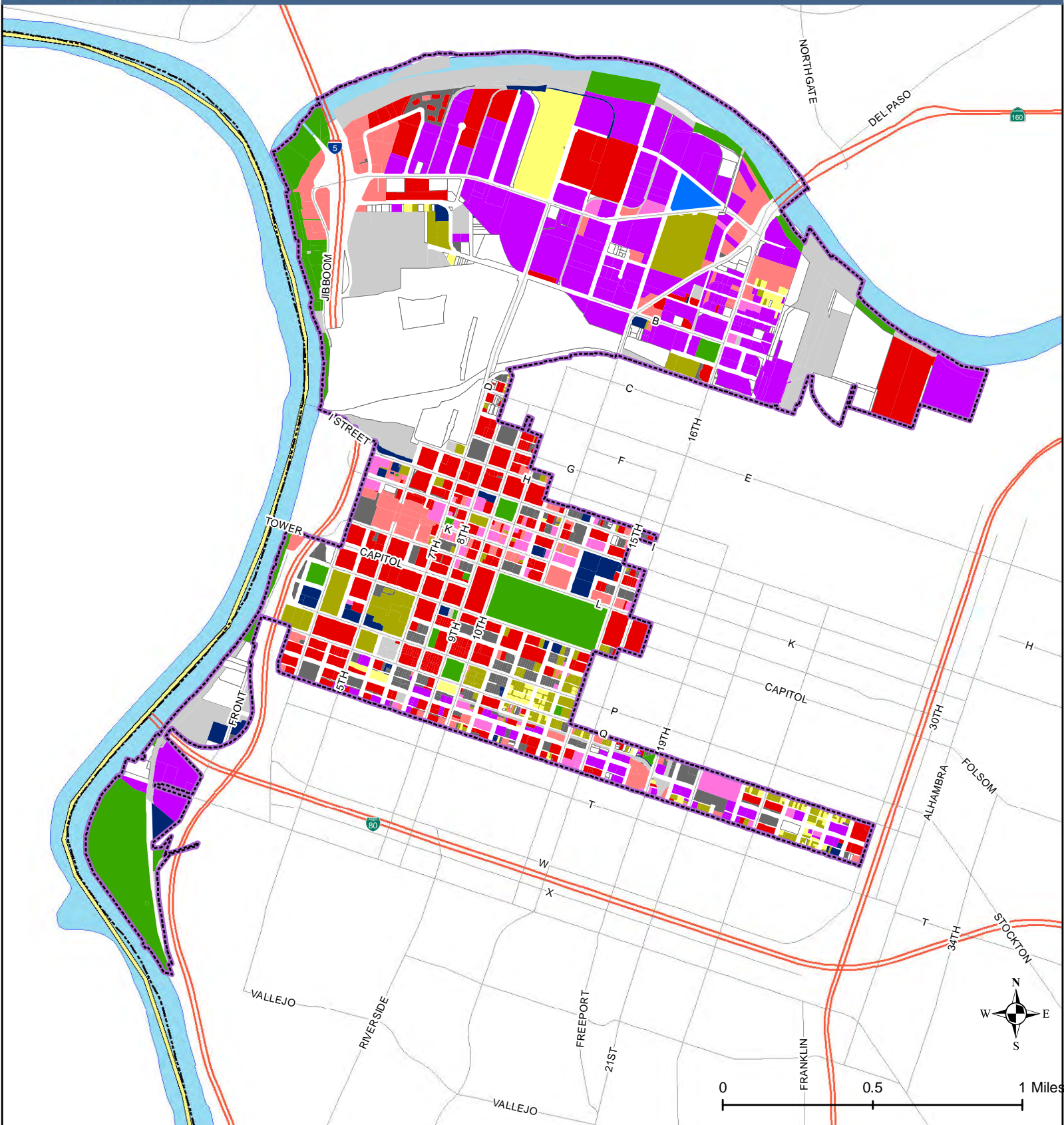
Table 8-9 Central Business District Established Boundaries: Existing Land Use		
<i>Existing Land Use</i>	<i>Acres</i>	<i>Percent of City Limits</i>
Single Family Residential	46	2%
Multifamily Residential	83	4%
Commercial	100	5%
Office	248	12%
Mixed Use	35	2%
Industrial	326	16%
Public/Quasi Public	34	2%
Educational	7	<1%
Parks and Recreation	166	8%
Utilities/Right-of-Way	195	9%
Parking	68	3%
Vacant	339	16%
Subtotal	1,647	79%
Other Land	439	21%
Total Area¹	2,086	100%

Notes:

1. Numbers may not add to total due to rounding.

Source: Sacramento GIS Database, December 2012.

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Legend

- | | | | | | |
|----------------------------------|-------------|---------------------------|---------------------|------------------------|--------|
| Policy Area | Major Roads | Single Family Residential | Mixed Use | Parks and Recreation | Vacant |
| City Limits | Highways | Multifamily Residential | Industrial | Utilities/Right of Way | |
| Tier 1 Priority Investment Areas | Waterways | Commercial | Public/Quasi Public | Parking | |
| | | Office | Educational | Ag/OS | |

Data Source: City of Sacramento, 2012;

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2030 General Plan Designations

Most of the Central Business District (CBD) PIA is located within the Central City Community Plan Area (CPA), but a small part of the area in the southwest extends into the Land Park CPA. The 2030 General Plan defines the CBD as Center and Neighborhoods opportunity areas. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. All land in the PIA north of Q Street is designated as a center. A Neighborhood is an area of the city that is primarily residential and contains a diversity of housing types, but may include other complementary community supportive uses such as schools, parks, community centers, and local-serving commercial centers. The area from Q Street to S Street is designated as a neighborhood.

Table 8-10 and Figure 8-29 show the distribution of land use designations included in the 2030 Sacramento General Plan Land Use and Urban Form Diagram for the CBD PIA. The CBD includes 10 land use designations. The Center designations (i.e., Central Business District, Traditional Center, Urban Center Low/High) make up the dominant land use designations in the PIA at 1,023 acres (50 percent). The Central Business District is the largest Center designation and accounts for 409 acres (20 percent). Most of the central city is designated as a Central Business District and is Sacramento's most intensely developed area. However, within the Central Business District there are also 363 acres (17 percent) of land designated for Parks and Recreation. The Central Business District includes a mixture of retail, office, governmental, entertainment and visitor-serving uses built on a formal framework of streets and park spaces laid out for the original Sutter Land Grant in the 1840s.

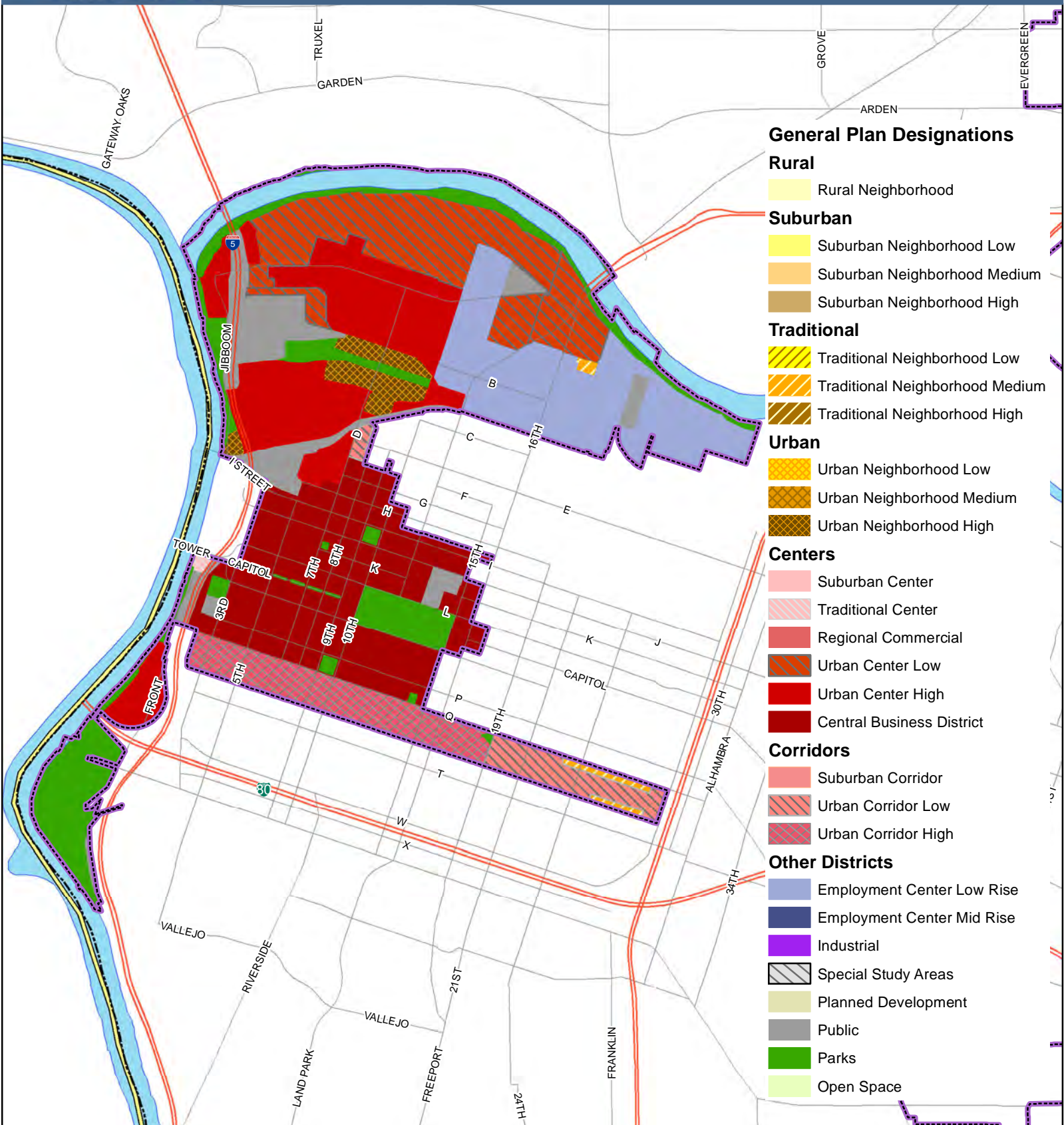
Other center designations include, Urban Center Low with 283 acres (14 percent) and Urban Center High with 328 acres (16 percent). The Urban Center Low and High designations are located mostly in the north area adjacent to the river and include many large City and State office buildings. The Urban Corridor Low designation provides for street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. The Urban Center High designation provides thriving areas with concentrations of employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel.

The Employment Center Low Rise designation accounts for 288 acres (14 percent), and includes construction and restaurant distribution industrial warehouses in the River District. The Employment Center Low Rise designation provides for business parks that provide the city with employment opportunities, and include pedestrian, bicycle, and transit accessibility.

Corridor designations (i.e., Urban Corridor Low/High) account for 186 acres (9 percent), including 123 acres (6 percent) of Urban Corridor Low land and 63 acres (3 percent) of Urban Corridor High land. The R Street Corridor is designated as both Urban Corridor Low (north) and High (south).

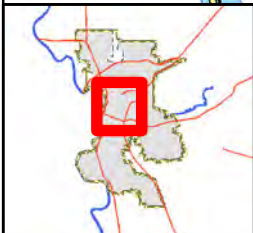
Table 8-10 2030 Central Business District Sacramento General Plan Land Use Designations		
<i>Designation</i>	<i>Acres</i>	<i>Percent</i>
Traditional Neighborhood Medium Density	16	1%
Urban Neighborhood High Density	51	2%
Traditional Center	3	<1%
Urban Center Low	283	14%
Urban Center High	328	16%
Central Business District	409	20%
Urban Corridor Low	63	3%
Urban Corridor High	123	6%
Employment Center Low Rise	288	14%
Public/Quasi-Public	157	8%
Parks and Recreation	363	17%
Total	2,086	100%

Source: City of Sacramento GIS Database, December, 2012.



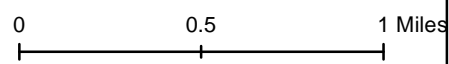
General Plan Designations

- Rural**
 - Rural Neighborhood
- Suburban**
 - Suburban Neighborhood Low
 - Suburban Neighborhood Medium
 - Suburban Neighborhood High
- Traditional**
 - Traditional Neighborhood Low
 - Traditional Neighborhood Medium
 - Traditional Neighborhood High
- Urban**
 - Urban Neighborhood Low
 - Urban Neighborhood Medium
 - Urban Neighborhood High
- Centers**
 - Suburban Center
 - Traditional Center
 - Regional Commercial
 - Urban Center Low
 - Urban Center High
 - Central Business District
- Corridors**
 - Suburban Corridor
 - Urban Corridor Low
 - Urban Corridor High
- Other Districts**
 - Employment Center Low Rise
 - Employment Center Mid Rise
 - Industrial
 - Special Study Areas
 - Planned Development
 - Public
 - Parks
 - Open Space



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



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Zoning

Table 8-11 and Figure 8-30 summarize existing zoning for the Central Business District PIA by base zoning district, as amended through 2012. Residential zones (i.e., R-1B, R-3, R-3A, R-5, RCMU, RMU, RO, RMX) account for 508 acres (24 percent) of all land. The Residential Mixed Use zone (RMX) is the largest residential base zone in the PIA with 158 acres. This represents 31 percent of residential-zoned land, but only 8 percent of all land. The other residential mixed-use zones (RCMU, RMU, RO) represent 14 percent, 10 percent, and less than 1 percent of residential-zoned land respectively. The Single Family or Two Family zone (R-1B) represents less than 1 percent of residential-zoned land. The Multifamily Zones (R-3, R-3A, R-4, R-5) represent 12 percent, 8 percent, 1 percent, and 24 percent of residential-zoned land respectively.

Within the PIA, Commercial/office zones (i.e., C-1, C-2, C-3, C-4, OB, ORMU) account for 629 acres (30 percent) of all land. General Commercial (C-2) is the largest base zone in the PIA with 245 acres. This represents 39 percent of commercial-zoned land and 12 percent of all land. Limited Commercial (C-1), Central Business District – Special Planning District (C-3), Heavy Commercial (C-4), Office Building (OB), and Office/Residential Use (ORMU) account for 1 percent, 27 percent, 13 percent, 16 percent, and 3 percent of all commercial/office zones respectively.

Light Industrial zones (i.e., M-1, M-1S) account for 246 acres (12 percent) of land in the PIA. There are no Heavy Industrial zones in the PIA.

Other zones (i.e., A-OS, F, ARP-F, H, TC) account for 197 acres (9 percent) of all land. Agriculture–Open Space (A-OS) represents less than 1 percent of all land. Flood (F) and American River Parkway (ARP-F) represent 8 percent of all land. Hospital (H) represents less than 1 percent of all land and Transportation Corridor (TC) represents about 1 percent of all land.

About 1,581 acres of the 2,086 acres of land within the PIA have specific zoning, while 505 acres are used for right-of-ways, waterways, and are other non-developed or un-zoned lands.

Overlay zones support the standards of the base zoning districts and address specific geographic, environmental, economic, or social conditions in specific areas. The Special Planning District, Planned Unit Development, and “With Conditions” overlay zones are located in the PIA. Most of the area to the north (above H Street), as well as the central city (between H Street and N Street) and the R Street Corridor are designated as part of the Special Planning District Overlay Zone. A square area of land above Richards Boulevard and between North 5th Street and North 10th Street is also a part of the Planned Unit Development Overlay Zone. Part of the eastern area of the R Street Corridor near 4th Street is also a part of the With Conditions Overlay Zone.

Table 8-11 Central Business District Base Zoning

<i>Zone</i>	<i>Category</i>	<i>Acres</i>	<i>Percent</i>
Single Family or Two Family	R-1B	2	<1%
Multifamily	R-3	60	3%
Multifamily	R-3A	39	2%
Multifamily	R-4	4	<1%
Multifamily	R-5	121	6%
Residential/Commercial Mixed Use	RCMU	70	3%
Residential Mixed Use	RMU	53	3%
Residential-Office	RO	1	<1%
Residential Mixed Use	RMX	158	8%
Limited Commercial	C-1	7	<1%
General Commercial	C-2	245	12%
Central Business District-Special Planning District	C-3	172	8%
Heavy Commercial	C-4	84	4%
Office Building	OB	100	5%
Office/Residential Use	ORMU	21	1%
Light Industrial	M-1	11	1%
Light Industrial	M-1S	235	11%
Agriculture-Open Space	A-OS	9	0%
Flood	F	71	3%
American River Parkway	ARP-F	96	5%
Hospital	H	1	<1%
Transportation Corridor	TC	20	1%
Total Zoned Land	--	1,581	76%
Other Lands ¹	--	505	24%
Total PIA Land²	--	2,086	100%

Notes:

1. Other land includes non-parcel areas, rights-of-ways, and waterways.

2. Numbers may not add to total due to rounding.

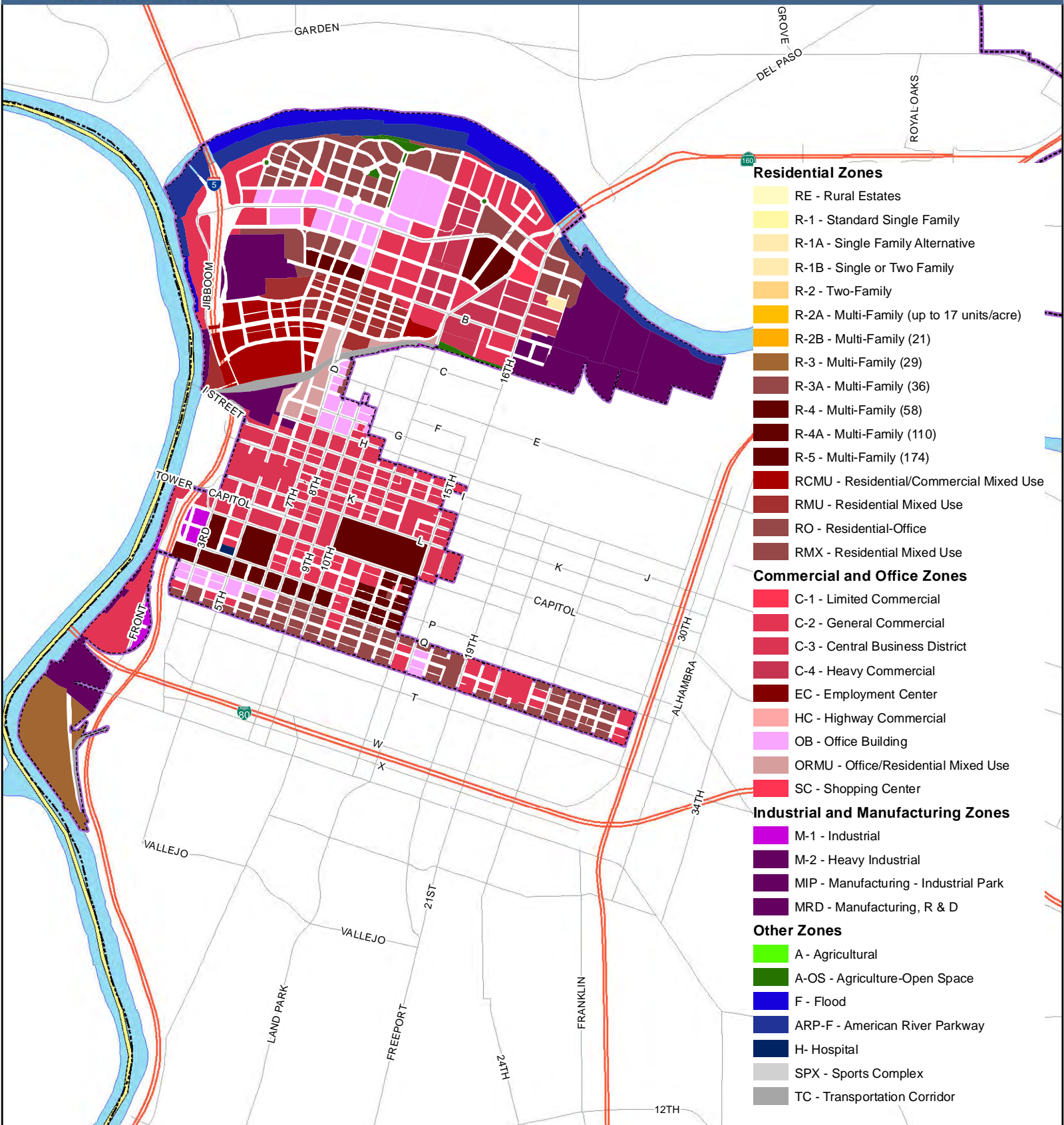
Source: City of Sacramento GIS Database, December 2012.

Policy Context

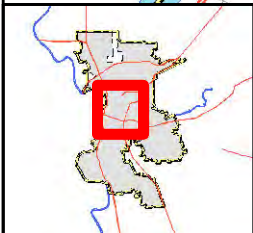
The following plans are specifically applicable to development within the CBD PIA. A summary of these and other citywide plans applicable to the area can be found in the Policy Context section of Chapter 2, Community Development.

- Sacramento Railyards Specific Plan (2007)
- River District Specific Plan (2011)
- Sacramento Docks Area Specific Plan (2009)
- Alkali Flat/Mansion Flats SNAP (2005)
- Central City Parking Master Plan (2006)
- Downtown Infrastructure Study (2011)
- Sacramento Riverfront Master Plan (2003)

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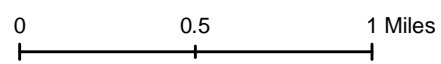


- Residential Zones**
- RE - Rural Estates
 - R-1 - Standard Single Family
 - R-1A - Single Family Alternative
 - R-1B - Single or Two Family
 - R-2 - Two-Family
 - R-2A - Multi-Family (up to 17 units/acre)
 - R-2B - Multi-Family (21)
 - R-3 - Multi-Family (29)
 - R-3A - Multi-Family (36)
 - R-4 - Multi-Family (58)
 - R-4A - Multi-Family (110)
 - R-5 - Multi-Family (174)
 - RCMU - Residential/Commercial Mixed Use
 - RMU - Residential Mixed Use
 - RO - Residential-Office
 - RMX - Residential Mixed Use
- Commercial and Office Zones**
- C-1 - Limited Commercial
 - C-2 - General Commercial
 - C-3 - Central Business District
 - C-4 - Heavy Commercial
 - EC - Employment Center
 - HC - Highway Commercial
 - OB - Office Building
 - ORMU - Office/Residential Mixed Use
 - SC - Shopping Center
- Industrial and Manufacturing Zones**
- M-1 - Industrial
 - M-2 - Heavy Industrial
 - MIP - Manufacturing - Industrial Park
 - MRD - Manufacturing, R & D
- Other Zones**
- A - Agricultural
 - A-OS - Agriculture-Open Space
 - F - Flood
 - ARP-F - American River Parkway
 - H - Hospital
 - SPX - Sports Complex
 - TC - Transportation Corridor



Legend

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways



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Roadways and Level of Service

The roadway network within the CBD PIA varies significantly between its core and outlying portions to the north and southwest, which are somewhat disconnected due in part to manmade barriers (i.e., I-5, the B Street levee, and the Union Pacific Railroad). The entire area is well-served by the regional freeway system, with most of the region's key freeway facilities converging within or adjacent to the CBD PIA.

A robust network of gridded streets serves Downtown and Midtown, located within the core of the area. Blocks on this gridded network are spaced 400 feet apart, resulting in a high level of connectivity. The grid includes several couplets of one-way arterial roadways, many of which feature coordinated traffic signal timing plans that allow for faster vehicle travel times. These one-way couplets handle higher traffic volumes than other roadways that comprise the grid, and many of the one-way roadways provide direct access to/from the regional freeway system.

Portions of the CBD PIA located outside of Downtown and Midtown have a less connected network of roadways, and have few connections to other portions of the City. In addition to Interstate 5 (I-5), three roadways currently provide a connection between Downtown/Midtown and the Railyards/River District, located to the north. This lack of connectivity is in part due to the physical barrier presented by the existing B Street levee and Union Pacific railroad tracks that run east-west along the northern edge of Downtown and Midtown. Of the three roadways connecting these areas, two (12th Street and 16th Street) function as a one-way couplet and link to State Route 160 (SR 160) at the northern edge of the CBD PIA. The third roadway providing a direct connection between these areas, 7th Street, is a two-lane bi-directional street that extends north of H Street along the western edge of the grid, and connects Downtown with the River District at Richards Boulevard. This results in three travel options in either direction for motorists desiring to travel across the B Street levee and Union Pacific Railroad tracks.

In addition to SR 160, the CBD PIA is also served by the following three freeways.

- Interstate 5 (I-5) - runs north-south along the eastern bank of the Sacramento River.
- US Highway 50 (US 50) - runs east-west near the southern edge of Downtown and Midtown.
- Business 80 - runs north-south along the eastern edge of Midtown.

Business 80, SR-160, and I-5 all cross the American River, which forms the northern boundary of the CBD PIA; US 50 crosses the Sacramento River, which forms the western boundary of the area. Two additional local roadways, I Street and Capitol Mall, cross the Sacramento River and provide connections to the City of West Sacramento.

Jibboom Street Bridge – a local road - provides an indirect connection across the American River to South Natomas from the CBD through Discovery Park. This route experiences seasonal closures because of flooding during heavy flows on the American River. No other local roadways cross the American River within the CBD. Figure 8-31 shows the area's roadway system, and shows roadway functional classifications and the number of travel lanes.

Figure 8-32 and Table 8-12 display the existing daily roadway segment LOS analysis results within the CBD PIA. Roadway LOS was calculated consistent with the methodologies documented in Chapter 3. As shown, all roadways analyzed within the area are rated at LOS D or better, with the exception of the I-5, which is rated at LOS F.

All freeways within and surrounding the area are designated Surface Transportation Assistance Act (STAA) truck routes, in addition to portions of North 7th Street, North 10th Street, and North B Street. The City has also designated several roadways within the CBD PIA as City truck routes (see Figure 8-33).

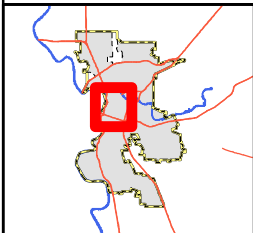
Table 8-12 Central Business District Existing Daily Roadway Segment LOS – Central Business District PIA, 2012

Roadway	Segment	Lanes	Daily Volume	Existing LOS
I St	5th St to 12th St	4	16,600	A
J St	3rd St to 7th St	3	19,300	D
7th St	P St to J St	3	3,900	A
12th St	N St to P St	2	1,300	A
N 7th St	Richards Blvd to B St	2	5,700	A
Richards Blvd	Bercut Dr to N 7th St	4	21,400	A
Richards Blvd	N 7th St to N 12th St	4	16,900	A
12th St	Richards Blvd to D St	4	19,000	A
16th St	Richards Blvd to I St	4	24,100	B
12th St	D St to I St	3	7,100	A
L St	5th St to 15th St	3	11,800	A
15th St	J St to P St	3	10,300	A
P St	16th St to 9th St	3	7,900	A
P St	9th St to 2nd St	3	8,200	A
Q St	3rd St to 10th St	4	12,200	A
16th St	P St to W St	3	13,300	A
L St	15th St to 29th St	2	7,300	A
I-5	Richards Blvd to J Street	8	179,300	F
I-5	J St to US-50/Business 80 Interchange	7	173,300	F

Source: Fehr & Peers, 2013.

Pedestrian and Bikeway Facilities

The core of the CBD PIA features an extensive system of sidewalks and bikeways, while outlying areas have fewer travel options for these modes. Numerous roadways within the CBD feature on-street Class II bicycle lanes or serve as designated Class III bicycle routes. Class I off-street bicycle trails within the CBD PIA include trails along the banks of the Sacramento and American Rivers, and the Sacramento Northern Bike Trail, which provides a crossing of the American River. Figure 8-34 shows all existing bicycle facilities within the area.



Legend

- # Number of Travel Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector

- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

- Highways
- Waterways

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Central Business District PIA Level of Service and Daily Traffic Volume



Legend

- ## Daily Traffic Volume x 1,000
- A - D
- E
- F

- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads

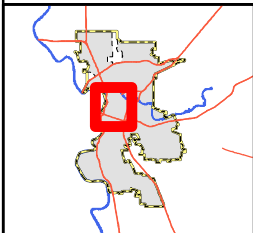
- Highways
- Waterways



0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

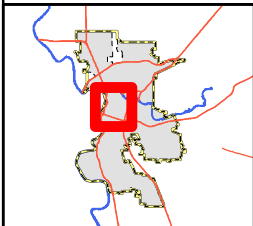
- STAA Truck Routes
- City Truck Routes
- Policy Area
- City Limits
- Tier 1 Priority Investment Area
- Major Roads
- Highways
- Waterways

N
W —+— E
S

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

Class 1 Bike Path	Policy Area	Major Roads
Class 2 Bike Lane	City Limits	Highways
Class 3 Bike Route	Tier 1 Priority Investment Area	Waterways

W N E
 S
 0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Figure 8-35 shows the percentage of commuters in the area who walk to work. As shown, the percentage of commute trips made by walking within the area varies, with the highest percentage in Downtown, and the lowest percentage in the Railyards and the River District. Figure 8-36 shows the locations of roadways with missing or partial sidewalk coverage. As shown, roadways within the portion of the PIA located in Midtown and Downtown generally have full sidewalk coverage, with R Street as a notable exception. Many roadways within the outlying portions of the CBD PIA including Miller Park, the Railyards, and River District areas have either missing or partial sidewalk coverage.

Street lighting increases the comfort of pedestrians and bicyclists, and increases their visibility to passing motorists. As shown in Figure 8-37, most streets within the portion of the PIA located in Downtown have good street lighting coverage, while portions within Midtown, Miller Park, the Railyards, and the River District have partial street lighting coverage.

Transit Service and Facilities

While much of the CBD PIA is intensely developed with mid- to high-density commercial office, residential buildings, and industrial lands, the PIA includes large swaths of less developed or undeveloped property, including:

- An area immediately north of the Sacramento Valley Station, bounded by the Sacramento River to the west, N. B Street to the north, N. 7th Street to the east, and N. H Street to the south.
- An area immediately south of the American River, bounded by N. 7th Street to the east, Richards Boulevard to the south, and N. 5th Street to the west.
- An area bounded by the American River to the North, the Sacramento Northern Bike Trail to the west, Sutter's Landing Regional Park to the east, and the rail line immediately north of C Street to the south.

Most of the transit lines in Sacramento RT's radial bus and light rail network converge in downtown Sacramento and other districts within the CBD PIA.

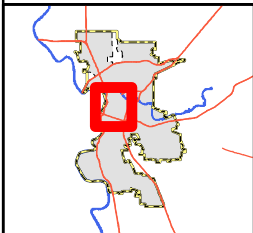
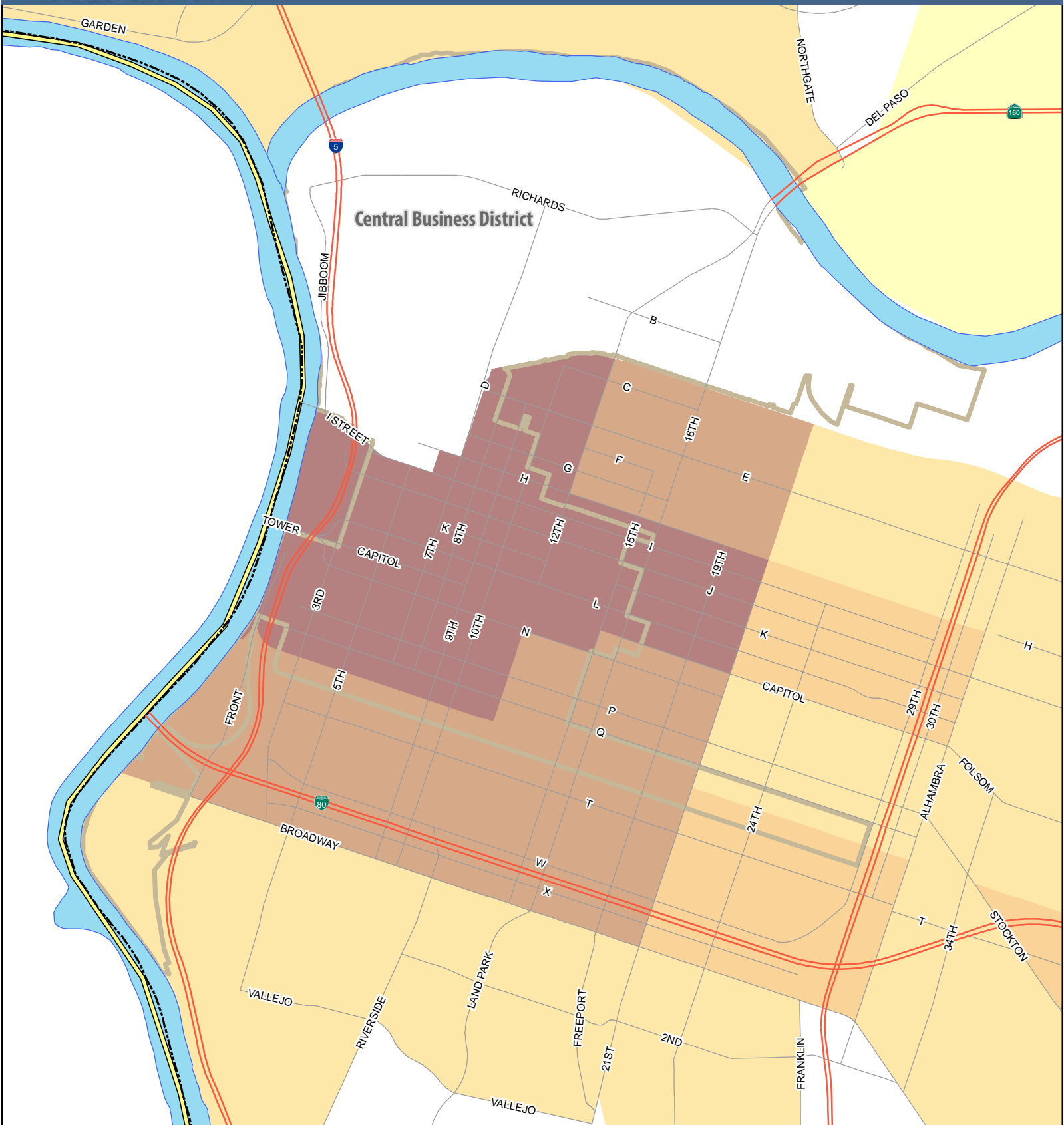
Intercity Rail

The hub of the Capital Region's intercity and regional passenger rail transit system is the Sacramento Amtrak Station and the co-located Sacramento Valley Light Rail Station, which is the western terminus of the Gold Line. From the Amtrak Station, passengers can travel on the Capitol Corridor southwest to Davis, Richmond, Oakland, San Jose, or east to Placer County (16 trains daily on weekdays). Sacramento is the northern terminus of the San Joaquin line, which provides 12 daily round trips from Sacramento to Bakersfield, via Stockton, Merced, Fresno, and points in between. Other intercity options include the California Zephyr, which stops in Sacramento en-route from the San Francisco Bay Area to Chicago, via Reno and Denver (1 train daily), and the Coast Starlight which stops en-route from Los Angeles to Portland and Seattle (1 train daily).

Light Rail

The hub of Sacramento RT's light rail transit network is a loop within the CBD, where all three lines (Green, Blue, and Gold) operate northbound on 8th Street, southbound on 9th Street, and westbound O Street, allowing transfers to the:

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Legend
% Commuters Walking

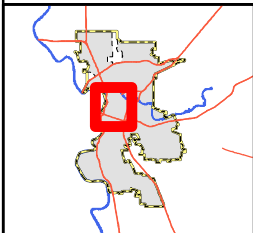
0 %	.5 - 1%
0 - .1%	1 - 3%
.1 - .5%	3 - 4.1%

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

% of Sidewalk Coverage

- Missing Sidewalks (>80%)
- Partial Sidewalks (20 - 80%)
- Existing Sidewalks (<20%)

- Parks
- School
- Library
- Policy Area

- City Limits
- Tier 1 Priority Investment Areas
- Major Roads

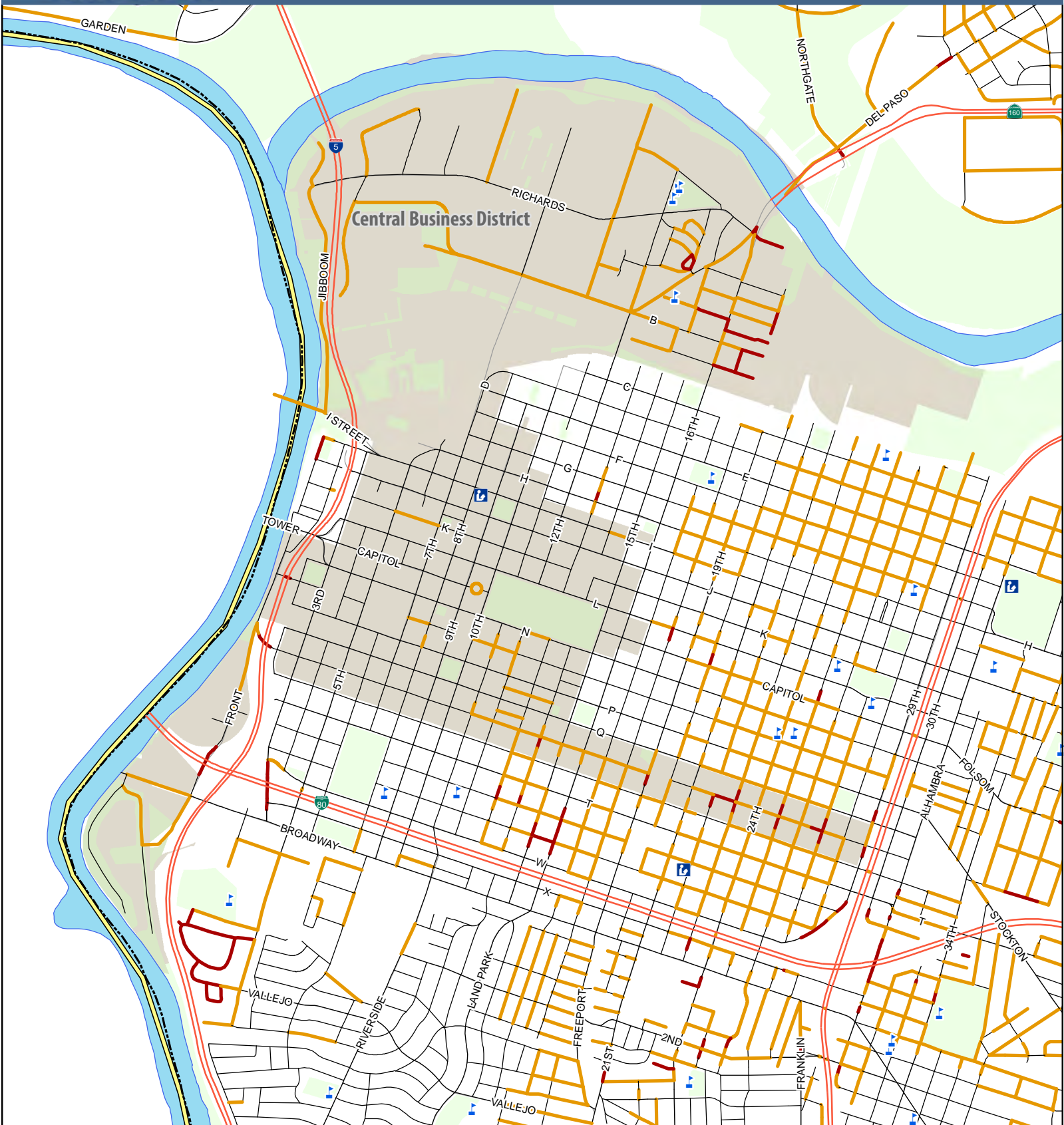
- Highways
- Waterways



0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

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Legend

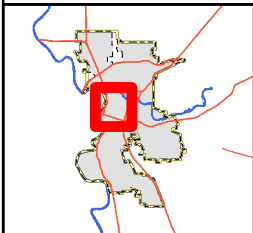
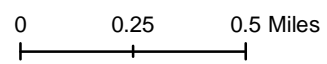
Street Light Coverage

- Good Coverage
- Partial Coverage
- Missing Lighting

- Parks
- School
- Library

- Policy Area
- City Limits
- Tier 1 Priority Investment Areas

- Major Roads
- Highways
- Waterways



Data Source: City of Sacramento, 2012;

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- Blue Line (Northeast to Watt/I-80 and southeast to Meadowview). Within the CBD PIA, the Blue Line can be accessed at 12th Street and I Street, Cathedral Square, K Street Mall, St. Rose of Lima Park, 7th and Capitol [SB only], 8th and O, Archives Plaza, 13th Street, 16th Street, and 8th and Capitol (NB only).
- Gold Line (North to Sacramento Valley Station [Amtrak], or east to Historic Folsom). Within the CBD, PIA the Gold Line can be accessed at Sacramento Valley Station, 7th Street and I Street/County Center, 7th Street and K Street, 7th Street and Capitol, 8th Street and O Street, Archives Plaza, 13th Street and 16th Street, 8th Street and H Street/County Center, 8th Street and K Street, and 8th Street and Capitol.
- Green Line (North to Richards/Township 9, and South to 13th Street). Within the CBD PIA, the Green Line can be accessed at 7th Street and Richards/Township 9 and all stations served by the Gold Line, with the exception of Sacramento Valley Station.

Bus Lines

Most of Sacramento RT's bus lines provide service from the CBD PIA to destinations throughout the City of Sacramento and the larger Capital Region.

Key north-south bus corridors within the CBD PIA include:

- 7th Street, southbound from Richards Boulevard to Q Street (2-Riverside, 6-Land Park, 15-Rio Linda Blvd/Land Park, 34-McKinley, 51-Broadway-Stockton, 3-Riverside Express, 29-Arden-California, 7-Pocket Express, and 109-Hazel Express).
- 8th Street, northbound from S Street to F Street (2, 6, 11, 15, 34, 51, 3, 7, 29, 109).
- 3rd Street, southbound from I Street to S Street (30-J St, 38-P/Q St, 11-Truxel Road, 61-Fruitridge, 86-San Juan-Silver Eagle, 88-West El Camino)
- 5th Street, northbound from S Street to the Sacramento Valley Station/ Amtrak Station (30, 38)
- 9th Street, southbound from J Street to S Street (11, 38, 86, 88)
- 10th Street, northbound from P Street to L Street (38)
- 12th Street/Dos Rios, from Richards Boulevard to I Street (33-Dos Rios, 29)
- N. 16th Street from C Street to the American River (29)

Key east-west bus corridors in the CBD PIA include:

- Richards Boulevard, both directions from I-5 to N. 12th Street (11, 15, 33)
- N. B Street, both directions from Bannon Street to N. 16th Street (33, 33 Express)
- J Street, eastbound from 3rd Street to N. 16th Street (11, 15, 30, 38, 62, 86, 88)

- L Street, westbound from N. 16th Street to 3rd Street ((11, 15, 30, 38, 62, 86, 88)
- P Street, westbound from 16th Street to 3rd Street (3, 6, 7, 38, 109)
- Q Street, eastbound from 3rd Street to 16th Street (2, 3, 6, 7, 15, 38, 109)

Span and Frequency of Transit Services in the CBD PIA

RT provides transit service to the CBD PIA 365 days a year. Buses operate from 4:38 AM to 9:46 PM, with service every 12 to 75 minutes, depending on the route, day, and time of day. Light rail service operates daily, beginning on weekdays at 4:00 AM, with service at 15-minute intervals throughout the day and every 30 minutes in the evening. On weekdays, trains operate until 1:00 AM on the Blue Line, until 12:00 AM on the Gold Line between Sacramento Valley Station and Sunrise Station, and until 7:00 PM from Sunrise Station to the terminus at Historic Folsom.

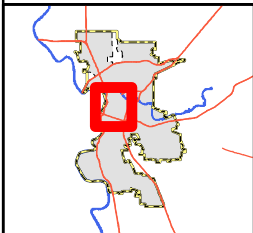
Other Transportation Facilities

No aviation facilities are located within the CBD PIA. The portions of the Sacramento and American Rivers adjacent to the CBD PIA are designated as navigable waterways according to the U.S. Army Corps of Engineers (USACE 2013).

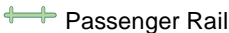
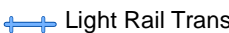



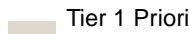


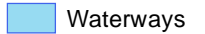
A double-tracked east-west freight railroad line owned by Union Pacific traverses the northern edge of Downtown and Midtown. This line is also used by Amtrak's long distance California Zephyr passenger service (Emeryville-Sacramento-Denver-Chicago) as well as Amtrak California's Capitol Corridor (San Jose-Sacramento-Auburn) and San Joaquin (Sacramento-Bakersfield) regional passenger rail services. A second Union Pacific owned freight railroad line runs north-south through the area, bisecting Midtown. The Sacramento Southern Railroad, owned by the California State Railroad Museum, operates a railroad line along the eastern bank of the Sacramento River that is primarily used for weekend passenger train excursion service, but also provides limited freight service. As discussed previously, multiple Regional Transit light rail lines also operate within the CBD PIA. Figure 8-38 shows railways within the area.

Utilities and Public Services

The following section covers the sanitary sewer system, the storm drainage system, and the water system within the PIA. See Chapter 4 for more information on Solid Waste, Electricity, Natural Gas, and Telecommunications, and Chapter 5 for Police Protection, Fire Protection, Parks and Recreation, Civic and Community Facilities, Libraries, Schools, Health Facilities, and Human Services.



Legend

-  Passenger Rail
-  Light Rail Transit
-  Freight Rail
-  Policy Area
-  City Limits
-  Tier 1 Priority Investment Areas
-  Major Roads
-  Highways
-  Waterways

A north arrow pointing upwards, with 'N' at the top, 'S' at the bottom, 'E' to the right, and 'W' to the left. Below the north arrow is a scale bar showing 0, 0.25, and 0.5 Miles.

Data Source: City of Sacramento, 2012;

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Sanitary Sewer System

The Central Business District PIA is served by the City's Combined Sewer System. This is a legacy system that for the majority of the area provides both sanitary sewer and storm drainage collection in a common pipe. For the areas served by a separated storm drainage system (Basins 52 and 111) the Combined Sewer System provides sanitary sewer only collection. Recent major improvements to the Combined Sewer System capacity have been installed as part of the Combined Sewer Upsizing Project by the Department of Utilities. This program is strategically upsizing select Combined Sewer System pipelines in the Downtown Sacramento area.

Most of the area is served by the Combined Sewer System for sewer only with only approximately 20 percent of the area also contributing storm drainage flows to the Combined Sewer System. Part of the River District area is located in the North Bannon Street Trunk Sewer Trunk District. This District was created for parcels in the District area that are on septic systems connected to a system operated by SRCSD.

Most of the existing Railyards area is undeveloped, with the exception of the southerly area of the Central Shops and Sacramento Depot. These areas are served by the Combined Sewer System through a connection to a 24-inch pipeline at the intersection of 3rd and I Street. A new collection system including a pump station for sewer flows from the River District will be conveyed to an enlarged pipeline at 3rd and R Street.

The local Combined Sewer System in the Downtown Business District area is comprised of 8-inch to 12-inch pipelines located in the streets and alleyways. The collection system has pipelines ranging in size between 24-inch to 36-inch located in 7th, 9th, 13th, 15th, and 17th Streets. Separation of the sewer and drainage systems within the Combined Sewer System area is intended to provide better storm drainage capacity in the vicinity of each project.

Recent upgrades to the Combined Sewer System have been installed in the area as part of the Downtown Combined Sewer Upsizing Project by the Department of Utilities. Within the area this includes a 48-inch pipeline in 7th Street between H and K Streets, a 60-inch pipeline in 7th Street between K and P Streets, and a 36-inch pipeline in L Street between 7th and 9th Streets.

The local Combined Sewer System in the R Street Corridor is typically collected in 8-inch to 12-inch piping systems located in the alleyways and piped to a major collector on S Street. Separation of the sewer and drainage systems within the Combined Sewer System area is intended to provide better storm drainage capacity in the vicinity of each project.

The S Street system has recently been upgraded as part of the Downtown Combined Sewer Upsizing Project by the Department of Utilities. A combination of large diameter 66, 72, 78, and 84-inch pipelines has been installed from 5th street to 14th Street and a 72-inch pipeline in 7th Street between S and P Streets. An additional 66-inch pipeline is soon to be installed between 14th and 17th Streets.

The Docks area is located within the City's Combined Sewer System that serves both sanitary sewer and storm drainage. The City's Pioneer Reservoir and Treatment Facility is located at the end of V Street in the southwesterly corner of the project area and sewer Sumps 1/1A is located off U Street. The reservoir serves the greater Central City area with potential sewer storage during larger storm events. The Sump pumps sewer flows to Sump 2 through a 120-inch interceptor force main and/or to

the Pioneer Reservoir through twin 60-inch force mains. Under extreme high flow events when treatment and storage capacity of the Combined Sewer System is exceeded, the Sump 1A can discharge flows directly through a 60-inch force main to the Sacramento River.

The area north of U Street is served by a series of 12, 15, and 18-inch pipelines. The northerly 660 feet of this system is a dedicated storm drainage pipeline only. The area south of U Street is served by a 12-inch and 60-inch sewer main.

Storm Drainage System

The River District of the CBD PIA is served by drainage Basin 111, with only approximately 20 percent of the area storm drainage flows being collected by the Combined Sewer System. The flows are discharged directly to the American River through Sump 111. The existing pump station (Sump 111) is under capacity, with modifications to the pump station capacity as well as drainage mains and detention basins planned with the redevelopment of the area (City of Sacramento, 2011a).

Most of the existing Railyards area has no existing drainage system. Only part of the area in the south, containing the Central Shops and Sacramento Depot area, is using the Combined Sewer System for storm drainage flows with the main point of connection to a 24-inch pipeline at 3rd and I Street. With the redevelopment of the area, a new collection system and pump station discharging directly to the Sacramento River are proposed (City of Sacramento, 2007).

Half of the Downtown Business District is served by the Combined Sewer System and half is served by Basin 52. See the discussion of the Combined Sewer System in the Sanitary Sewer section above for more information. The Basin 52 system which also includes small Basins 73 and 114 collects the storm drainage from the area westerly of 7th/10th Streets in the Downtown and conveys it to drainage Sump 52 located south of the Crocker Art Museum near the corner of 3rd and P Streets, which discharges storm flows to the Sacramento River.

The system is currently over capacity and allows fairly significant flooding even during the 2-year storm event. Property flooding for at grade structures is only anticipated during the 100-year storm event, although underground structures are at risk during smaller storms (City of Sacramento, 2011b). Most of the recommended pipe system and sump/detention improvements in the City's Basin 52 Master Plan (1996) in the Downtown Business District area have yet to be constructed.

Most of the R Street Corridor area is served by the Combined Sewer System for both storm drainage and sanitary sewer. See the discussion of the Combined Sewer System in the Sanitary Sewer section above for more information. The westerly portion of the area is served by Drainage Basin 52. See the discussion above in the Downtown Business District regarding the Basin 52 system for more information.

Portions of the pipeline improvements recommended in the City's Basin 52 Master Plan in the R Street Corridor Area have been installed with the CalPERS Headquarters Expansion project (4th / Q Streets); however, most of the recommended pipe system and sump/detention basin improvements have yet to be constructed (City of Sacramento, 2003).

The Docks area is served by the Combined Sewer System for both storm drainage and sanitary sewer. See discussion of this system in the Sanitary Sewer section above for more information.

Water System

The Central Business District PIA is served by the City of Sacramento for water supply and treatment. The City's main water treatment plant, the Sacramento River Water Treatment Plant (SRWTP) is located in this area on Bercut Drive near the I-5/Richards Boulevard Interchange.

The River District area is well served by an existing network of water mains. There are three major transmission mains (larger than 12-inches within the area): a 24-inch main in Bercut, a 36-inch main in North B Street, and a 42-inch main in 18th Street. Distribution main ranging from 8-inches to 12-inches make up the remaining system (City of Sacramento, 2011a). There are no wells or reservoirs (other than at the SRWTP) located in the area.

Most of the Railyards area is undeveloped at this time, with only the south parts of the Central Shops and Sacramento Depot areas currently containing water mains. Several large 30-inch and 42 inch diameter transmission mains cross the westerly portion of the area from the SRWTP. There is also an 18-inch transmission main in 7th Street. Most of the existing water system within the former yard area has been demolished. A new water distribution system will be constructed with the development of the area (City of Sacramento, 2007). There are no wells or reservoirs located in the area.

The Downtown Business District is generally well-served by a system containing several major transmission mains ranging in size from 14-inches to 42-inches and an extensive system of service mains ranging in size from 6-inches to 12-inches. Upsizing of the existing mains has been performed over the years as development of the area has occurred. However, since this is the oldest area of the City, some of the system mains are older cast iron pipes which have demonstrated a history of problems associated with mains reaching or exceeding the end of their useful life. Currently the top seven priority transmission main replacement projects are on the Department of Utilities 2012 Capital Improvement Programming Guide list are located within or near the area (City of Sacramento, 2012). There are no wells or reservoirs located in the area.

The water mains in the R Street Corridor area are generally located in the Q/R and R/S alleys. The mains are typically 6-inch cast iron. There are also mains varying in size from 6-inches to 24-inches in diameter that cross the corridor at approximately every two to three blocks. The 24-inch main is an old riveted steel pipe transmission main located in 19th Street. The replacement of this 24-inch main from Q Street to Broadway is number eight on the Department of Utilities 2012 Capital Improvement Programming Guide pipeline replacement list (City of Sacramento, 2012). Recent projects including the CalPERS Headquarters Expansion and the City's R Street Improvements from 10th to 13th Street have begun to add a new 12-inch diameter distribution main to R Street.

The Docks area is well served by a 12-inch distribution main along Front Street. There is also a 42-inch major transmission main located in Front Street (City of Sacramento, 2009).

Environmental Resources

The Central Business District (CBD) PIA is approximately 25 feet above mean sea level and has little topographic relief. The Sacramento and American rivers are valuable natural resources to the area, which is otherwise generally characterized by its dense urban environment.

Agricultural Resources

The CBD PIA has a history of urban, commercial, and industrial use. There are no agricultural resources in the CBD PIA (see Figure 6-1).

Biological Resources

The CBD is bound to the north and west by the American River and Sacramento River, respectively. While most of the CBD has a long history of industrial use, there is remnant riparian habitat associated with the rivers. This is especially true of the north part of the area adjacent to the American River.

Special-status species with potential to occur in the CBD include Sacramento valley tiger beetle, Valley elderberry longhorn beetle, western pond turtle, purple martin, white-tailed kite, burrowing owl, Swainson's hawk, pallid bat, Pacific western big eared bat, small-footed myotis bat, long-legged myotis bat, and Yuma myotis bat (CNDDDB 2013, City of Sacramento 2010, City of Sacramento 2007b; see Figure 6-4). Elderberry shrubs are present along the Sacramento and American rivers that could provide habitat for the Valley elderberry longhorn beetle. The banks of the American River may provide habitat for western pond turtle. Suitable nest trees for Swainson's hawk and white-tailed kite are present in riparian areas, and foraging may occur in nearby rural or agricultural areas. A colony of purple martin is known to inhabit the underside of the I Street bridge. Roosting bats have also been observed under the I Street bridge (City of Sacramento 2007b).

Water Resources and Quality

The Sacramento and American rivers form the western and northern boundaries of the CBD PIA, respectively. As detailed in Section 6.3, the quality of Sacramento River is impaired due to the presence of mercury, diazinon, chlordane, DDT, dieldrin, and PCBs. The lower American River has elevated levels of mercury and PCBs.

Groundwater elevation in the CBD PIA is generally between mean sea level and 10 feet below mean sea level, depending on season, water year, and location (SCGAH 2010). Groundwater flow is controlled by the Sacramento and American rivers. As the surface water elevation of the Sacramento and American rivers rise and fall, groundwater levels near the banks fluctuate.

Groundwater in the CBD PIA is exposed to the Union Pacific Downtown Contaminant Plume (SCGAH 2010). This contaminant plume is the result of historical burial of wastes and use of unlined ponds and ditches in the Railyards Specific Plan Area. Primary pollutants in the groundwater include: solvents such as trichloroethylene (TCE) and tetrachloroethylene (PCE); the solvent stabilizer 1,4 Dioxane; semivolatiles organics such as acenaphthene, dibenzofuran, flourene, 2-methylbnaphthalene, and naphthalene; total petroleum hydrocarbons (TPH); and metals including nickel, arsenic, and lead. Several areas within the Railyards have been remediated, and remediation is planned for the remainder of the contaminated groundwater. Remediated areas are considered suitable for development (City of Sacramento 2007a).

Cultural Resources

The Sacramento General Plan 2030 includes the following cultural and historic resource policies, which are specific to the Central Business District (CBD) (City of Sacramento 2009b, p. 3-CC-9):

- **CC.HCR 1.1 Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City. *(MPSP)*
- **CC.HCR 1.2 Old Sacramento.** The City shall continue the development of historic “Old Sacramento” as a major tourist, entertainment, and cultural area in the region. *(MPSP)*

In support of these policies, the City conducted the following seven historic and cultural resources studies within the past five years, noted in Table 8-13 below and shown in Figure 8-39.

Number	Survey Title	Year
1	Bercut Richards Cannery	2008
2	K Street Corridor Study, Historic Environmental Consultants	2009
3	Proposed “Docks” Project Cultural Resource Inventory	2007
4	R Street Historic Resources Survey	2009
5	Richards Blvd. Area Architectural and Historical Property Survey; River District Architectural and Historical Property Survey Update	2009
6	Sacramento River Water Filtration Plant	2009
7	Street grids – Historic Evolution	2008
8	Raised Streets Historic Context Statement (2010) and Survey (2009)	2009/2010

Source: City of Sacramento Survey Database, 2012.





As historically one of the most populated portions of Sacramento, the Central Business District PIA contains the greatest concentration of cultural and historic resources.

Research conducted in support of the River District Specific Plan DEIR revealed that several sites within the River District possess the potential for prehistoric and historic era archeological resources that are eligible for listing on the California Register (City of Sacramento 2010). Identified archeological resources include the levee along the south bank of the American River and the former City incinerator site (North B Street). Identified (address restricted) sites located within proximity to the River District Specific Plan area include the Joe Mound archeological site (CA-Sac-25). The DEIR also identified several historic resources listed in or determined eligible for listing in the Sacramento, California, and/or National Registers. The following Table 8-14 lists recommended River District Sacramento Landmarks:

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Figure 8-39
Cultural and Historic Surveys



CBD TIER 1 PRIORITY INVESTMENT AREA			
	CBD Priority Investment Area Boundary		Survey: 1998-2004
	Survey: 1974-1998		Survey: 2004- current

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Table 8-14 Recommended Sacramento Landmarks (2010)

No.	APN	Address	Occupant/Historic Occupant
1	002-0051-002	116 N. 16 th Street	Pipe Works Fitness/ Sacramento Pipe Works
2	n/a	Jibboom St. & American River	Jibboom Street Bridge
3	001-0210-038	101 Bercut Drive	Water Filtration Plant
4	001-0190-004	400 Jibboom Street	PG&E Plant, Station B
5	001-0130-022	311 N. 12 th Street	Loaves & Fishes/Acme Cabinet
6	001-0120-018	524 N. 7 th Street	McKesson & Robbins/ Kirk-Geary
7	001-0031-008	950 Richards Boulevard	Sacramento Theatrical Supply/Coffing Reddington Warehouse
8	001-0081-006	521 N. 10th Street	Admail West/Volker Flooring Warehouse
9	001-0090-005	1100 Richards Boulevard	U-Haul & Storage/Zellerback Warehouse
10	001-0101-005	1400 Richards Boulevard	Quonset Huts

Source: (City of Sacramento 2010, 5.3-13 – 14)

The River District Historic Survey prepared in support of the River District EIR and Specific Plan identified the North 16th Street Historic District, a Sacramento Historic District which contains twenty-three (23) local historic resources (City of Sacramento 2009c, 16-18). Additionally, the survey identified several historic resources individually eligible for local, state, and national registers. Table 8-15 below lists those resources, that although may not be currently listed or nominated for listing on a historical register, were found to be historical resources for the purpose of CEQA:

Table 8-15 Recommended N. 16th Street Historic District Historical Resources

No.	APN	Address	Occupant/Historic Occupant
1	002-0054-001	83 N. 17 th Street	Capital Machine & Welding Works
2	002-0055-002	1601 N. A Street	California Almond Growers Exchange
3	002-0053-004	131 N. 16 th Street	California Almond Growers Exchange
4	002-0051-002	116 N. 16th Street	Pipe Works Fitness/Sacramento Pipe Works
5	002-0051-002	200 N. 16th Street	Produce Terminal
6	001-0151-001	Adjacent to 200 N. 15th Street	Rail Right of Way
7	001-0153-001	211-217 N. 16th Street	Ruland's Office Furniture
8	001-0152-018	221 N. 16th Street	Wood Bros. Carpet/W.A. Ward Seed Co.
9	001-0152-017	1615 Thorton Ave.	Wood Warehouse/Ward Warehouse
10	001-0152-019	235 N. 16th Street	Vacant
11	001-0142-013	318 N. 16th Street	Flying "A" Service Station
12	001-0152-004	1610-1616 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
13	001-0142-018	1401-1451 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
14	001-0142-019	1501 N. C Street	Vacant/California Packing Corp.
15	001-0142-020	1515 N. C Street	Office/California Packing Corp
16	001-0142-014	1527 N. C Street	Pacific Flooring/Beverage Distribution
17	001-0141-022	1448-1503 McCormack	Tom's Refrigeration/Hancock Oil Co.
18	001-0141-025	1517 McCormack	Power Break Service
19	001-0141-017	400 N. 16th Street	Railbridge Winery
20	001-0141-016	410 N. 16th Street	Vacant/Truck Sales building
21	001-0141-014	430 N. 16th Street	Prolo Press/Sunland Oil Co.
22	001-0141-024	470 N. 16th Street	Crest Carpet/Mack Truck Int'l
23	001-0103-009	500 N. 16th Street	Capital Sheet Metal/Western Machinery Co.
24	001-0151-002	Adjacent to 200 N. 15th Street	Rail Right of Way
25	001-0152-006	1610-1616 N. C Street	Vacant/Cardinal Scale/Top Hat Potato Chip Factory
26	001-0141-021	1448-1503 McCormack	Tom's Refrigeration/Hancock Oil Co.

Source: (City of Sacramento 2010, p. 5.3-13 – 14)

The Township 9 area is located within the boundaries of the River District. The Township 9 DEIR did not identify previously recorded prehistoric archeological resources in the Township 9 area and, due to the developed/urbanized nature of the site, determined that there was a low potential for location prehistoric or ethnohistoric-period resources within the area (City of Sacramento 2007b). Historic archeological resources identified included Sutter Lake, as well as the levee along the south bank of the American River. The DEIR concludes that there is a moderate-to-high sensitivity for historic-period cultural resources in the area (City of Sacramento 2007b, pp. 6.4-7 – 6.4-8). The historic scale house from the Bercut-Richards cannery complex remains on the site.

Within the Sacramento Railyards area, the Railyards Specific Plan DEIR identified archeologically sensitive areas, a Central Shops Historic District, and a potential Depot Historic District (City of Sacramento 2007a).

The Railyards Specific Plan DEIR indicates that the area has a high sensitivity for paleontological archeological discovery (City of Sacramento 2007a). The area also has the potential to contain historical archeological deposits. The following eight historic-era archeological resource types may be located within the area: discrete, refuse-filled domestic features; diffuse domestic deposits; domestic architecture; industrial and commercial architecture; industrial features; isolated industrial artifacts; Flood Control and land reclamation features; and environmental remains.

The Railyards District includes the Central Shops Historic District, which includes ten (10) contributing resources (City of Sacramento 2007a): Paint Shop, Car Machine Shop, Planing Mill, Privy, Car Shop No. 3, Blacksmith Shop, Erecting Shop, Boiler Shop, Turntable, and Flat Transfer Table. The State Parks Capital District is in the process of nominating the Central Shops Historic District to the National Register of Historic Places (Old Sacramento State Historic Park and California State Railroad Museum 2012, p. 2-51). The Old Sacramento State Historic Park and California State Railroad Museum (CSRМ) Preliminary General Plan and Draft EIR has slated uses for buildings located within the district. The CSRМ plans to use the Erecting Shop as a Railroad Technology Museum; the Boiler Shop as a Restoration Shop for restoration, conservation, repair and maintenance of the CSRМ's rolling stock; and the transfer table, which would continue to operate as a transfer table (Old Sacramento State Historic Park and California State Railroad Museum 2012, pp. 2-49 – 2-50). The Sacramento Valley Train Depot and the REA Building, both of which are listed as individual resources on the local, state, and national registers, were found eligible for a Depot Historic District (City of Sacramento 2007a). Contributing features of the Sacramento Depot include the station building, the REA Building, and the platform amenities, including the platforms, umbrella sheds, subway entrance ramps with iron railings, and the tunnel linking the terminal with the platforms. Portions of fencing and railing also contribute to the significance of the Depot.

Additional historic resources identified within the Railyards Specific Plan area include the I Street Bridge, remnants of the Pioneer/Sperry Grain Mill, the First Transcontinental Railroad Route, and the levees and embankment along the Sacramento River (City of Sacramento 2007a, pp. 6.3-12 – 6.3.31).
700 Blocks of K Street

The 700 Block of K Street Draft Environmental Impact Report identified historic resources listed in the Sacramento Register and resources that appear eligible for the California Register of Historical Resources. These resources are identified in Table 8-16 below:

Table 8-16 Listed and Eligible Resources in the 700 Block of K Street					
No.	Address	Occupant/Historic Occupant	Listed on the Sacramento Register	Eligible for Sacramento and/or California Registers	Eligible for the Sacramento Register
1	700 K Street	Pacific States Building/ Men's Warehouse	X		
2	712/ 714 and 716 K Street	Buckley/ Boyne Buildings	X		
3	726 K Street	Burt's Shoes/ Tower Records		X	
4	Historic Alley Façade District	(portion of K/L Street alley between 7 th Street and 8 th Street)			X
5	Raised Streets/ Hollow Sidewalks District	Various			X

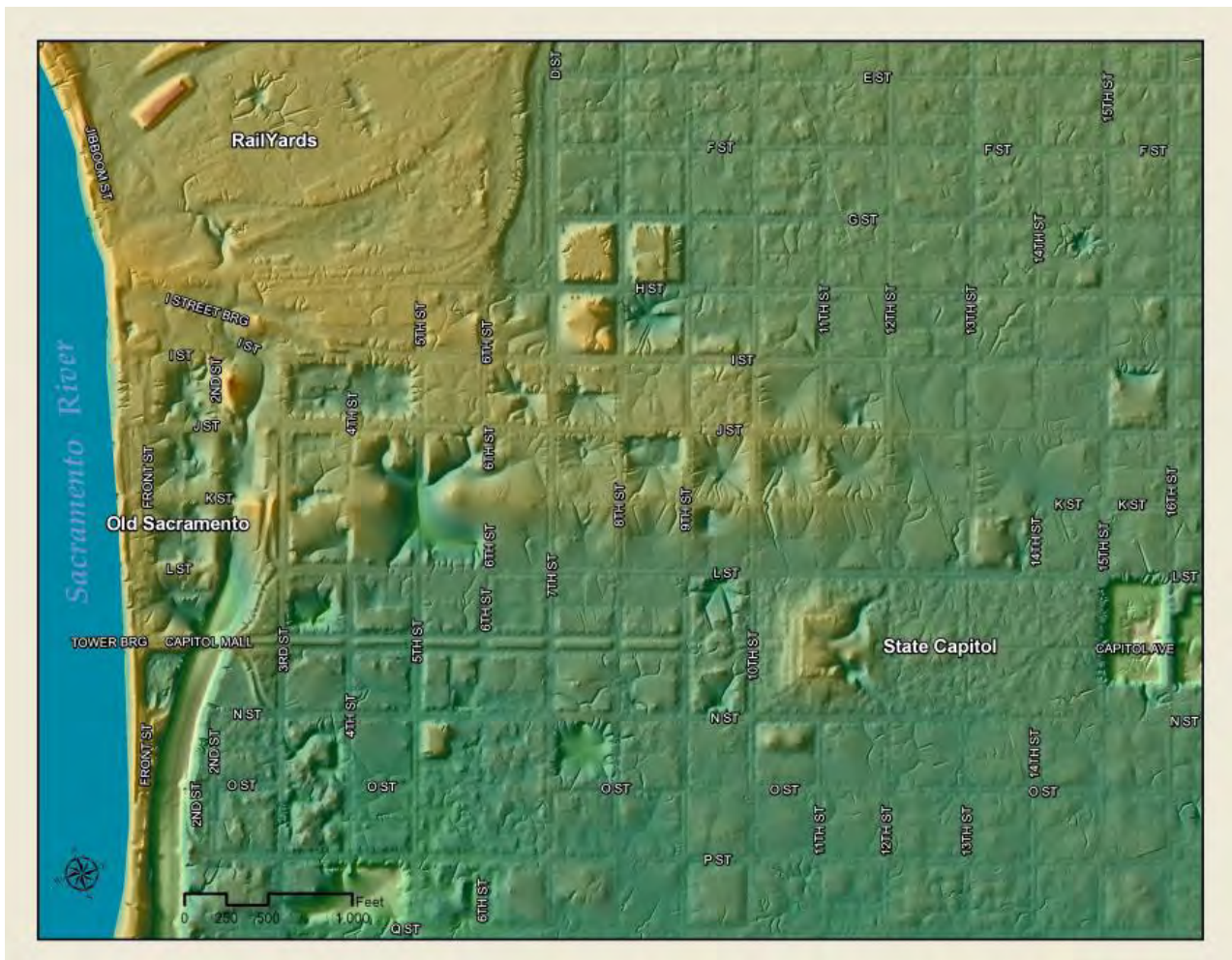
Source: (City of Sacramento 2011, p. 4.1-2)

The area is an area of high archeological sensitivity. (City of Sacramento and Redevelopment Agency of the City of Sacramento 2011, pp. 4.1-1 - 4.1-14)

Potential Raised Streets and Hollow Sidewalks Historic District

The Raised Streets and Hollow Sidewalks potential historic district is located within the Central City Opportunity Area (NPS 2010). The Raised Streets and Hollow Sidewalks Historic District was surveyed in 2009 and a historic context statement and district record were prepared in 2010. The district was found eligible for the National Register but has not been listed on any historical register to date. The district is comprised of the raised streets, dipping alleys, visual changes in street elevation, and hollow sidewalk elements. See Figure 8-40 for the location of the district.

Figure 8-40 Raised Street and Hollow Sidewalks Historic District



Bare Earth Map, demonstrating those parts of downtown, including raised streets, which were filled during the street-raising project in the 19th century, permanently modifying the landscape. The yellow color indicates areas of higher elevation; the green areas represent the natural grade or elevation of the landscape. Source: NPS 2010, p. 6.

The Docks Specific Plan Draft EIR (City of Sacramento Economic Development Department 2008) did not identify cultural or historic resources that were forty-five years or older within the forty-three (43) acre project area; however, the area is considered highly sensitive for subsurface prehistoric and historic deposits. Prehistoric burial grounds have been identified in the surrounding area and potentially significant shipwrecks may be located in the Sacramento River (City of Sacramento Economic Development Department 2008, pp. 5.4-24 – 5.4-27)

Several previous studies have been conducted for portions of the R Street Corridor. R Street is an industrial corridor roughly bound by Interstate 5 on the west, Quill Alley on the north, Interstate 80 on the east, and Rice Alley on the south. This area will be intensively surveyed for historic resources in 2013 in support of the Sacramento General Plan Update.

Mineral Resources

Most of the CBD PIA has been classified by the California Geology Survey as MRZ-1 (see Figure 6-11), having little or no likelihood for presence of significant mineral resources. The exception is the northern part of the CBD adjacent to the American River, which is classified as MRZ-3, indicating that there are known or inferred resources of undetermined significance associated with the American River.

Air Quality, Greenhouse Gases, and Climate Change

The CBD PIA consists of many different neighborhoods and land use types, including residential, commercial, industrial, mixed-use, educational, parks, and public space. Sensitive receptors in the area include residences, schools, and senior housing.

Local air quality in the vicinity of the CBD PIA is influenced by major (high-traffic volume) roadways and stationary sources. As discussed in Section 6.5, Air Quality, major roadways are a concern for air quality because they accommodate high volumes of diesel-fueled truck traffic. Diesel particulate matter (PM) is a toxic air contaminant (TAC) and is associated with health impacts to sensitive receptors. High-traffic volume roadways are characterized by the California Air Resources Board (ARB) as freeways or urban roads that carry at least 100,000 vehicles per day or rural roads that carry at least 50,000 vehicles per day (ARB 2005). Major roadways in the vicinity of the planning area include Interstate 5, which passes through the western portion of this planning area, and Interstate 80, which runs along the eastern boundary of the planning area along the R Street Corridor (Caltrans 2011). ARB recommends a minimum 500 feet setback distance for sensitive receptors from major roadways. This is because concentration of traffic-related pollutants declines substantially after approximately 500 feet, and associated cancer risk also declines proportionally with concentration (ARB 2005). In addition, the proposed Sacramento Intermodal Transportation Facility (SITF) is located in the Railyards Specific Plan Area, within the Central Business District Planning Area. Diesel fueled locomotives currently, and would continue to, use this facility.

Many industrial land uses are located in the CBD PIA. Numerous warehouses and industrial land uses are concentrated in the Railyards Specific Plan Area and along the R Street Corridor. These types of land uses can accommodate stationary equipment and are often associated with industrial processes that produce emissions of criteria air pollutants, precursors, and TACs. The State of California General Services Central Power Plant is located at 6th and Q Streets and the Blue Diamond Almond Factory located at 16th and C Streets are examples of such stationary sources in the Central Business District (ARB 2008). Conoco Phillips and Chevron operate terminals in the southern portion of the area, near Miller Park. These industrial facilities also produce criteria air pollutant and TAC emissions (ARB 2008). These types of facilities receive permits from the Sacramento Metropolitan Air Quality Management District (SMAQMD) for emissions within specific limits

The Sacramento River Water Treatment Plant is located within the CBD PIA. Because the facility is a drinking water pre-treatment plant, and not a wastewater treatment plant, it is not likely that this facility would be a source of offensive odors. In addition, the City of Sacramento Landfill is located in the Planning Area at Sutter's Landing (28th and B Streets). The City's landfill closed in 1997, and now operates a landfill gas collection system. The closed landfill is not generally regarded as a source of offensive odors because it does not actively collect solid waste.

Greenhouse gas (GHG) emissions that occur in the Policy Area, and elsewhere throughout the world, affect the climate on a global scale. Sources of GHG emissions and impacts of climate change on the Policy Area are discussed in Section 6.7, “Climate Change”, and are representative of conditions applicable to the PIAs. The types of impacts on the Policy Area that may be exacerbated by climate change include water supply availability, flooding, infrastructure, extreme heat and public health-related issues, and economic issues. It is not possible further downscale these impacts to each of the PIAs.

Scenic Resources

Most of the CBD PIA is built-up, with a mix of building types and sizes interspersed with parks and municipal uses. The downtown area is distinguished by high-rise office towers. The more recently constructed buildings tend to be taller than the older buildings, and therefore, more prominent in the skyline (City of Sacramento 2007a).

The riverfront areas on the northern and western edges of the CBD are heavily vegetated and contain few or no structures. Although the levee blocks views of the American and Sacramento rivers from ground level, the trees along the riverbanks are visible above the levee and provide a strong visual suggestion of the rivers’ proximity. The Lower American River, classified by the State as a “recreational” river within the State and Federal Wild and Scenic River System, is designated by the American River Parkway Plan as a Protected Area. The Sacramento River area is protected under the Sacramento River Parkway Plan (City of Sacramento 2007a). The CBD PIA includes parks of regional significance (e.g., Tiscornia Park at the confluence of the American and Sacramento rivers, Capitol Park on Capitol Avenue between 10th Street and 15th Street; Crocker Park south of Capitol Mall and adjacent to I-5; and Miller Park at the Sacramento Marina), as well as several smaller community parks that lend natural elements to the visual setting.

Sacramento’s downtown skyline is visible from miles around the City due the flat terrain of the region. The flatness of the landscape creates a striking visual contrast with the urban silhouette of downtown high-rises, particularly as one approaches from the west and north (City of Sacramento 2009). Views of the CBD offer a mix of building types and sizes interspersed with parks, trees, and municipal uses. Specific elements of the built environment include the State Capitol Building, the Tower Bridge, the Railyards, and I-5. Building designs range from historic architecture to modern structures.

Most blocks in the CBD are dominated by a few large buildings. A sense of unity is formed by a recurring pattern of large buildings with uniform setbacks, block-like shapes, and exterior materials of concrete, glass, terra-cotta, stucco, and other similar building façade materials. Particular buildings tend to represent distinct areas of downtown, such as the Ping Yuen building on I Street that represents Sacramento’s historical “Chinatown.” The Civic Center portion of the CBD is located north of downtown and includes the federal Courthouse, the County jail, and the County Administrative Building (City of Sacramento 2007a).

The northern most portion of the CBD adjacent to the American River is characterized by existing light industrial buildings that are a mix of one and two-story warehouse and office buildings with predominately brick or stucco facades. The visual character of the Railyards area is dominated by remnants of its historical railroad past, including the Union Pacific main railroad lines, rail spur lines that traverse the site, the red-brick passenger rail depot, the recently renovated red-brick REA building, and the Central Shops buildings (City of Sacramento 2008b). Most of the warehouse-style buildings include roll-up garages and elevated receiving and loading areas for large deliveries. North of the

Railyards, the vacant land is fenced and visibly disturbed, as ongoing remediation efforts have resulted in large dirt mounds scattered throughout the area (City of Sacramento 2007b). The riverfront edge of the site is dominated by the historic I Street swing bridge, the elevated section of Jibboom Street, and remnants of historic structures on the river levee itself (City of Sacramento 2008b).

At the western boundary of the CBD PIA, the Sacramento River provides a natural scenic resource. Along this boundary, the Sacramento River has steep embankments with concrete remains of old dock footings, and large trees lining the riverbank. A dual set of railroad tracks are present on top of the levee and parallel the Sacramento River. The river is generally not visible in this area because it flows at a lower elevation than the surrounding land; however, the trees and bridges indicate the river's location (City of Sacramento 2008a).

The CBD is visible from many roadways, notably I-5, Capitol City Freeway (Business 80), US 50, SR 160, and Richards Boulevard. The visual character of the area is particularly sensitive because the area includes the State Capitol and is heavily used by both residents and visitors. Area parks and the Sacramento and American rivers are heavily utilized, and individuals using these recreational areas are sensitive to changes in the character of the area.

The multi-story buildings that characterize the CBD PIA can be sources of glare because the exteriors of many of the structures are dominated by glass. The downtown area is also significantly brighter than the outlying residential areas due to the amount of artificial light associated with building, roadways, and parking areas.

Public Health and Safety

Public health and safety within the CBD PIA is influenced by the dense pattern of land use and historical use of the area rivers as industrial centers, specifically within the Railyards, the Docks, and at the petroleum bulk terminals on the Sacramento River.

Geologic and Seismic Hazards

The soils of the CBD PIA are classified as sailboat soils and urban land (see Figure 7-1). Although much of the area soils have been disturbed and are paved, the native soils are silts and loams associated with the historic floodplains of the Sacramento and American rivers. There is a low seismic hazard in the CBD PIA because there are no known active faults near the Policy Area. However, the sedimentary river deposits and the high water table pose an elevated potential for liquefaction and subsidence in the unlikely event of a major earthquake relative to most of the Policy Area (California Department of Conservation 2006).

Flood Hazards

Most of the CBD PIA (1,353 acres) is within the 200-year floodplain; and approximately 10 percent (238 acres) is within the 100-year flood plain. These areas are immediately adjacent to, and partially include, the Sacramento and American rivers (see Exhibit 7-1). With the exception of the Miller Park Marina and the banks of the American River that are within the floodplain, the CBD PIA has been mapped on FEMA's Flood Insurance Rate Maps as an area with moderate to low risk of flooding (Zone X and Zone X – Protected by Levee; see Figure 7-X).

The levees along the CBD PIA are constructed of compacted river alluvium composed primarily of silty sands and clays. This locally-dredged and excavated material is very similar to the soils that underlie the levee and support it throughout its entire length. The current width of the levees varies depending on the commercial or industrial activities that were historically located on their crests.

The levees on the southern bank of the American River were constructed prior to the completion of Folsom Dam, and were designed to withstand large floods (Sacramento County 2008). The federal levees are monitored under the Sacramento River Bank Protection Project. The USACE and the Central Valley Flood Protection Board (CVFPB) recently repaired two erosion sites on the southern bank of the lower American River.

The land between the Tower Bridge and O Street, from I-5 to the Sacramento River, has been extensively filled with locally-deposited alluvial material. A concrete seawall and sheet pilings supplement the levee structure. Riprap has been placed at the bottom of the slope along the waterline, and there is stone riprap at the top of the slope for bank stabilization. Large concrete retention blocks have been placed at close, regular intervals to control erosion. A 2006 levee repair project was completed adjacent to Pioneer Reservoir to control seepage under the levee.

Fire Hazards

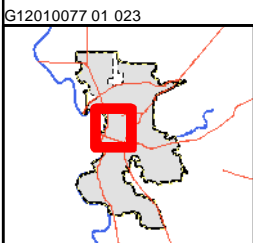
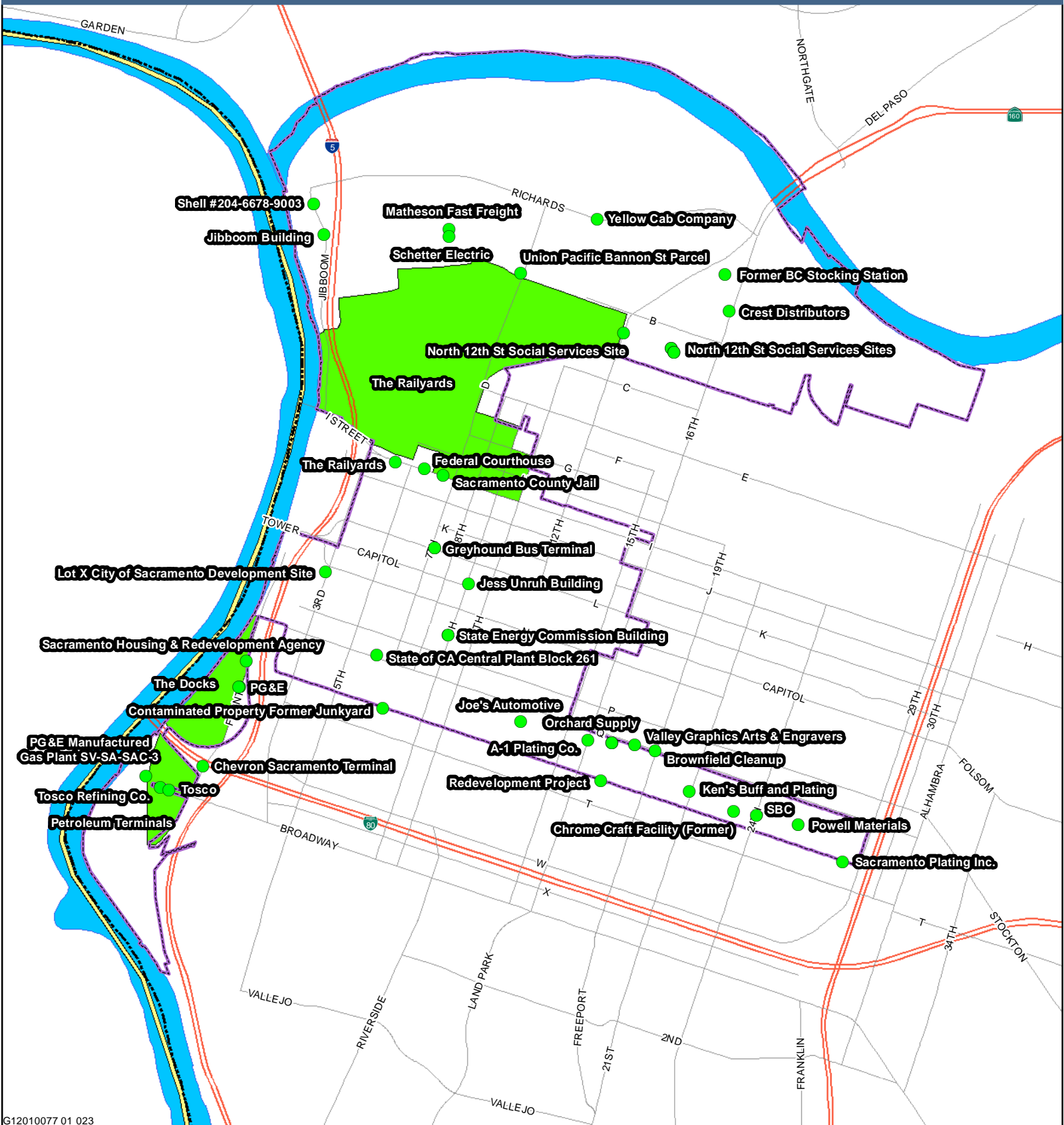
The riparian areas along the American and Sacramento rivers are at risk of localized wildland fires. In addition, older structures within the CBD PIA, particularly in industrial areas, may pose a potential fire hazard.

Aviation Hazards

The CBD PIA is not within the overflight zone of any regional airport; therefore, there are no aviation hazards.

Hazardous Materials

The Department of Toxic Substances Control (DTSC's) Envirostor database lists 26 active sites in the CBD PIA. The SWRCB's Geotracker database lists 36 active sites in the area, half of which are leaking underground storage tank sites. These sites of known contamination are concentrated in the Railyards, the industrial area north of the Railyards, and Downtown between Q, S, 21st, and 15th streets (see Figure 8-41). Specific sites of widespread contamination include the Railyards, the Docks Area, and the former oil terminals south of Pioneer Bridge.



Legend

- Hazardous Sites
- Policy Area
- City Limits
- Tier 1 Priority Investment Areas
- Major Roads
- Highways
- Waterways

0 0.5 1 Miles

Data Source: City of Sacramento, 2012; DTSC, 2013, and SWRCB, 2013

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Historic operations at the Railyards site included assembly and building of locomotives and railroad cars, and repairing or refurbishing of cars and locomotives. Activities associated with these operations included steel fabrication, brick production, boiler-making, copper and tinsmithing, blacksmithing, machine work, carpentry, metal plating, upholstering, washing, welding and cutting, paint removal and application and sand blasting. At one time, the area also produced rails, steam engine and ferry parts, and cable cars. Many of these activities are associated with lead and other heavy metal waste. Soil within the area contains metals (primarily lead), petroleum hydrocarbons, volatile organic compounds, and asbestos that have degraded the shallow groundwater underlying the site (City of Sacramento 2007).

Numerous technical reports have been prepared that document the results of extensive soil and groundwater investigation and cleanup efforts in this area. Although significant quantities of hazardous substances are no longer used at the site, they may be transported via freight through the Railyards. Small quantities of household-type products (e.g., cleaning agents, pesticides, paints) are used at the station building for maintenance, and various chemicals are also used at the California Railroad Museum shop for railcar rehabilitation and restoration. In addition, many of the historic buildings and structures within the Railyards are known to contain asbestos (City of Sacramento 2007).

In the Docks Area, industrial uses date back to before 1895 and included lumber storage and milling, fuel storage, coal storage sheds, an auto repair facility, hide processing, a former coal gasification plant, the combined stormwater and sewage reservoir, and warehousing of lumber and foods (City of Sacramento 2008). Four parcels are subject to Enforceable Agreements with DTSC, and land use covenants have been recorded on all four properties restricting future land uses. These sites are the former Pacific Gas and Electric Company (PG&E) coal gasification plant, a former lumber yard, a site owned by the California Department of Transportation (Caltrans), and a site owned by Sacramento Municipal Utility District (City of Sacramento 2008).

From 1873 through 1959, PG&E operated the manufactured gas plant (MGP) at 2000 Front Street, producing gas from coal and oil for residential and commercial lighting and heating. The PG&E MGP has since been decommissioned. A groundwater extraction and treatment system was installed in 1995 at the northwest corner of the property, and PG&E is responsible for the ongoing remedial action activities at the site. The former lumber yard is located just north of the PG&E parcel and consists of 1.75 acres of land. The parcel was formerly occupied by the Friend and Terry Lumber Company, and later by Construction Material Supply Company (City of Sacramento 2008).

The Human Health Risk Assessment completed for the area concluded that the PG&E site can be redeveloped to allow for unrestricted land uses if contact with the residual chemicals in soil and groundwater are prevented and indoor air quality in the hot spot area is protected by implementing mitigation measures (City of Sacramento 2008).

The property south of the Pioneer Bridge is currently undergoing remediation due to contamination that resulted from the storage and distribution of petroleum products. The current owners of the contaminated properties are Conoco Phillips (formerly Tosco/Unocal) and Chevron. The Conoco Phillips property, also known as 66 Broadway, formerly contained large above ground storage tanks. Conoco Phillips constructed and is operating a soil and groundwater treatment system on this parcel to remove fuel constituents (including benzene, methyl tertiary butyl ether, and tert-butyl methyl ether) from the subsurface. The Chevron property is located just north of the Conoco Phillips property, is currently vacant, and was recently the subject of a Baseline Assessment. The property is a former Standard Oil Bulk Terminal that was located directly west of the current Chevron Bulk Terminal at 2420 Front Street. The site once housed five above ground storage tanks and a wharf that extended into the Sacramento River (City of Sacramento 2008).

Emergency Response

Emergency response in the CBD PIA is generally consistent with the rest of the Policy Area; however, the presence of heavy rail in a densely developed area is a special issue for CBD. The UPRR main line tracks run through the area. The tracks carry both passenger (Amtrak) and freight trains. Currently, the maximum allowable speed for freight trains through the area is 10 miles per hour. According to UPRR, there are 12 to 14 freight trains consisting of approximately 80 to 100 cars daily (City of Sacramento 2007).

While the shippers and the railroads maintain comprehensive records of where a rail car (including pressurized tanks carrying hazardous materials) is at any time, this information is not published or readily available to the general public. In the event of an emergency involving an accidental or threatened release of hazardous substances, however, this information is immediately available to response personnel via a coordinated national, state, and local emergency response system (City of Sacramento 2007).

Noise

Sensitive Receptors

Noise and vibration sensitive receptors within CBD PIA primarily consist of residential receptors. Residential neighborhoods exist to the north and south of Capitol Mall and throughout the District to the east of 15th street. Residences include single family homes and medium to high density multi-family homes and apartment complexes. Residences of specific concern are located in the northern portion of the district in close proximity to the existing railroad track alignments along D Street and North 7th Street. In addition to residential sensitive receptors, places of worship, medical offices, and numerous office buildings are located in this area which also are sensitive to noise.

Existing structures are also susceptible to damage from vibration. Old historic structures are located throughout the entire CBD PIA, which could be susceptible to structural damage from short-term construction activities such as pile driving and blasting and long-term operation of the nearby railroad tracks.

Sources of Noise

Land uses within the CBD PIA include a range of residential, commercial, recreational, State government buildings, parks and open space, and industrial. Although there are many noise sources within the area, the primary noise source is roadway traffic. Other sources of noise in the area include noise from light and heavy rail operations and other noise sources, as described below.

Roadway Noise. Regional access to the CBD PIA includes several freeways: Interstate 5 (I-5), Interstate 80 (I-80), SR 160, and SR 99. Major streets within the area include 15th Street, 19th Street, 16th Street, 21st Street, J Street, I Street, and Capitol Avenue. Existing roadway traffic noise levels are provided in Appendix E.

Railroad/Light Rail. Union Pacific trains traverse generally north/south through the District and generally east/west connecting West Sacramento to the Union Pacific depot and also the Amtrak Station. Aside from freight trains, Amtrak passenger trains also arrive and depart from the Amtrak station located at 3rd and I streets in downtown Sacramento. Trains arrive from the west, and depart heading towards the Bay Area. These trains use the same route that Union Pacific trains use coming from West Sacramento. In addition to Union Pacific Railroad and Amtrak, the Excursion Train also operated in the Old Sacramento Historic Landmark District.

The CBD is also the convergence of the Blue and Gold Light Rail Transit Lines that connect Downtown with northeastern, eastern, and southern Sacramento. The Green line also passes through the area. Numerous light rail stations are located throughout the District. Noise from railroad tracks was measured and modeled for select locations throughout the Policy Area. More detail is provided in Section 7.5 Noise and in Appendix C.

Stationary Noise Sources. A wide variety of stationary sources are present in the CBD PIA. These sources are common to large urban areas. The area contains many different land uses, all of which can produce noise. Residential uses can generate noise through the use of heating and cooling equipment, and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can also generate noise through the operation of rooftop heating and cooling equipment, and other operational activities. Daily activity of certain industrial uses can generate noise as well, especially those that utilize heavy equipment as part of normal operations such as shipping and loading facilities, concrete crushing facilities, and recycling centers.

Other stationary noise sources in this area include the Sacramento Convention Center, Memorial Auditorium, hotels, and various other venues where events and concerts take place. These land uses attract many people to the area during special events, resulting in increases traffic and traffic-related noise. Although these facilities can result in increased levels of noise, the noise sources are not atypical of these types of land uses or an urban environment. In addition, they only occur for short periods of time.

Other Noise Sources. In addition to stationary noise sources, boat activity along the Sacramento River is a noise source in the CBD PIA. Boats generate noise from engines starting and idling, and from warning whistles and horns. Noise generated from boat activity is generally temporary and short-term in nature.

Existing Noise Levels

Daytime Noise Levels. Noise sources in the CBD PIA are similar to those located throughout the entire Policy Area and; therefore, ambient noise levels described in Section 7.5 Noise adequately describe the existing noise levels in this area.

Typical noise sources include roadway traffic noise, light and heavy rail operations, noise from parks and recreation facilities, noise associated with industrial land uses and commercial buildings (e.g., HVAC units, loading docks), and noises associated with residential neighborhoods (e.g., people talking, yard maintenance equipment, dogs barking).

Traffic and railroad noise levels for the entire Policy Area were modeled and are provided in Appendix E. Daytime ambient noise measurements were also taken at certain locations throughout the Policy Area, capturing noise levels from typical noise sources throughout the Policy Area, and described in further detail in Section 7.5 Noise.

Ground Vibration. Typical sources of ground vibration in an urban environment include trains, trucks, and buses. Vibration may also result from the use of heavy-duty construction equipment and activities such as pile driving and blasting. The two major sources of vibration in this area are traffic on I-5 and heavy rail traffic along the Union Pacific lines.

8.4 Delta Shores

Area Overview

The Delta Shores Tier 1 Shovel Ready Site is located in the southernmost part of the Sacramento City limits just east of I-5 within the South Area Community Plan Area. The Delta Shores area is generally located east of Freeport Boulevard, south of the existing Meadowview neighborhood, north of the Sacramento Regional Regional County Sanitation District Wastewater Treatment Plant, and east of the Morrison Creek levee. The site is approximately 900 acres, including the adjacent 120 acre Stone-Boswell project, and is mostly vacant. Future development includes the approved College Square mixed-use project near Cosumnes River College and the future development of the Delta Shores project in the south. Delta Shores is one of the last major undeveloped areas within the City of Sacramento.

As described in the introduction to this chapter, the Delta Shores Shovel Ready Site was determined not to need additional analysis at this time. The planning entitlements and financing plan for Delta Shores were approved by the City Council in January 2009. As part of project approval, the City certified the necessary environmental documents for development within Delta Shores (excluding Stone-Boswell). The master plan and supporting EIR included only Delta Shores, but the financing plan included Delta Shores and Stone-Boswell to ensure that Stone-Boswell would ultimately fund its proportionate share of infrastructure supporting the entire area. In December 2011 the City Council authorized a cost-sharing agreement with the Delta Shores developer together with State and Federal funding to construct a new I-5 Interchange and Cosumnes River Boulevard extension. In January 2012 the City Council approved wetlands mitigation funding.

Remaining major infrastructure improvements in the Delta Shores area include: Phase 2 extension of light rail transit from Meadowview to Calvine Road; construction of the Sacramento Regional County Sanitation District interceptor line; and construction of the new intake and pipeline from the Sacramento River to the Folsom South Canal. However, these projects are not deemed to be a prerequisite to the near-term development of Delta Shores. The development of Delta Shores has been driven by a master developer specialized in large-scale retail centers; the developer intends to construct Phase 1 of the project in the near-term, tied primarily to the completion of the new interchange. The delivery of a new major regional retail center in the South Area is expected to create jobs, recapture taxable sales currently occurring in other areas, and help create a sense of place for Delta Shores, thereby catalyzing the residential portions of the project.

8.5 Florin Corridor

Area Overview

The Florin Corridor Tier 1 Shovel Ready Site is located in the South Area Community Plan Area. The boundaries of the Florin Corridor extend along Florin Road between Tamoshanter Way in the City and Stockton Boulevard in the County. The plan area covers three miles of Florin Road. The City portion is approximately 1.42 miles between Tamoshanter Way and Franklin Boulevard.

As described in the introduction to this chapter, this eastern part of the Florin Corridor within the City limits containing the Tier 1 Shovel Ready Site was determined not to need additional analysis at this time due to sufficient planning and economic revitalization planning, and because the area's infrastructure is sufficient to accommodate the majority of the planned future development. The Florin Road Corridor Plan (2010) was a joint planning effort between the City and the County of Sacramento (County) to promote coordinated planning and economic revitalization along the corridor. The City Council approved specific actions on October 19, 2010, including rezones, creation of a design review district, South Area Community Plan and 2030 General Plan amendments. A few remaining pieces of the Florin Road Corridor Plan including the Streetscape Master Plan update, mobility study, and infrastructure analysis will be presented to Council for acceptance following completion of review by the County.

The Florin Road Master Plan Market Opportunities Report (January 2009) identified a range of residential, retail, and office potential by 2025. However, these forecasts were based on higher residential growth rates than have materialized because of the economic downturn. In addition, portions of the Florin Towne Center have been constructed since that report was completed, effectively meeting some of the retail demand identified in that report. Overall, reduced demand for housing, relatively high unemployment rates, and other economic factors have resulted in low commercial lease rates and home prices in areas around Florin, making it very difficult, from a market perspective, for new development to occur in the near term. Until available land in other expected high-growth areas of the City develop (e.g., North Natomas, Central City, Delta Shores), the Florin Corridor is not expected to experience a significant amount of demand.

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10 GLOSSARY

°F. Degrees Fahrenheit.

100-Year (or Base) Flood. A flood event that statistically has a 1 out of 100 (or one percent) chance of being equaled or exceeded on a specific watercourse in any given year. A flood event of this magnitude is often used to determine if flood insurance is either advisable or required on a property.

200-Year Flood. A flood event that statistically has a 1 out of 200 (or 0.5 percent) chance of being equaled or exceeded on a specific watercourse in any given year.

Accessory Antenna. An antenna designed and intended for the exclusive use of the occupants of the property on which the antenna is located and that is incidental and customary to the primary permitted use on the property. An accessory antenna includes an amateur radio antenna, a common skeletal antenna, and a satellite receive-only antenna. An accessory antenna is an accessory structure subject to chapter 17.600. An accessory antenna is not an antenna that is subject to article III of chapter 17.228, Antennas and Telecommunication Facilities.

Accessory Structure. A detached or attached structure, the use of which is appropriate, subordinate, and customarily incidental to that of the primary building or structure on, or the primary use of, the lot. Accessory structure includes a detached building, deck, gazebo, attached covered patio, garage, trellis, solar panel, and swimming pool.

Acres, Gross. The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net. The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Active Fault. As defined by the California Division of Mines and Geology, a fault that has shown displace within Holocene time (last 11,000 years). For planning purposes, such faults can be expected to move within the next hundred years.

Active Recreation. A mix of recreation uses that involve some form of built infrastructure or constructed facilities, such as athletic fields, concession stands, golf courses, tennis or basketball courts, baseball fields, children's playgrounds, dog parks, or paved bike paths. (Mintier Harnish)

ADA. Americans with Disabilities Act.

Agency. The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Aggravated Assault. An unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury.

Agriculture. Use of land for the tilling of soil, the raising of crops, horticulture, silviculture, viticulture, aviculture, aquaculture, apiculture, livestock grazing, the raising of small animals and poultry, domestic livestock farming, dairying, and animal husbandry..

Agriculture. Use of land for the tilling of soil, the raising of crops, horticulture, silviculture, viticulture, aviculture, aquaculture, apiculture, livestock grazing, the raising of small animals and poultry, domestic livestock farming, dairying, and animal husbandry..

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport. An area licensed by the federal government or an appropriate state agency and approved for the loading, landing, and take-off of airplanes and including auxiliary facilities, such as parking, waiting room, fueling, and maintenance.

Alluvial deposit. Alluvium, clay, silt, sand, gravel, or cobble deposited by rivers and streams over long periods of time.

Alluvial. Pertaining to or composed of alluvium, or deposited by a stream or running water.

Alluvium. A general term for clay, silt, sand, gravel or similar unconsolidated detrital material deposited during comparatively recent geologic time by a stream or other body of running water as a sort or semi-sorted sediment in the bed of the stream or on its flood plain or delta, or as a cone or fan at the base of the mountain.

Annex, v. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Antenna. Any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission, reception, or both, of electromagnetic waves, when such system is either ground mounted to or attached to the exterior of a structure, including those utilized by cellular utilities. “Antenna” does not include “accessory antenna.”

Aquifer system. Regional set of interbedded geologic formations within a groundwater basin.

Aquifer. Geologic formation that is water bearing and permeable and yields economically significant amounts of water to wells or springs.

Archaeology. The study of historic or prehistoric people and their cultures by analysis of their artifacts, inscriptions, monuments, and other remains.

Arson. The unlawful intentional burning of any structure or object resulting in damage or destruction of property.

Auto – sales, storage, rental. An establishment primarily engaged in the sale, long term storage, or rental or leasing of automobiles, light trucks, vans, trailers, and recreational vehicles subject to registration with the California Department of Motor Vehicles. Regulation of this use varies, depending on the distance from a light rail station. Sales of heavy trucks and tractors are included within the category of “tractor or heavy truck sales, storage, rental.”

Automatic Aid. The process whereby the closest piece of emergency apparatus is dispatched to a call for assistance, regardless of jurisdiction.

A-Weighted Sound Level. A-weighted sound level (dBA) is the frequency-response adjustment of a sound level meter that conditions the output signal to approximate human hearing response.

BART. San Francisco Bay Area Rapid Transit District.

Base Flood Elevation. The elevation shown on the Flood Insurance Rate Map for Zones AE, AH, A1-A30, AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO, V1-V30, and VE that indicates the water surface elevation resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year.

Base Flood. A flood having a one percent chance of being equaled or exceeded in any given year.

Bicycle Parking Facility. A long-term bicycle parking facility means: (a) a bicycle locker comprised of an enclosed box or compartment with a locking door, where a bicyclist has access to a single bicycle storage compartment; or (b) a short-term bicycle parking facility that is located in an area completely enclosed and covered and to which entry is secured by a locking door. A short-term bicycle parking facility means a stationary rack designed to support a bicycle upright in at least two places to prevent it from tipping over. The design of the rack shall allow the user to lock the frame and one or more wheels to the rack using a user-supplied U-lock. A bicycle rack design that solely supports the bicycle by a wheel does not meet the requirements of a short-term bicycle parking facility.

Blueprint Project. An interactive community based transportation and land use study prepared by SACOG to help the greater Sacramento Region identify growth trends and develop solutions on how to grow, where to grow, how to manage travel and traffic circulation, and how growth will affect our environment.

BMP. Best management practice policy, rule, or regulation that results in greater efficiency or benefits.

Building, height. The vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the plate line, where the roof meets the wall.

Building. Any structure having a roof supported by columns or walls. Mobilehomes and recreational vehicles with wheels are not buildings.

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Buildout; Build-out. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity.")

Burglary. The unlawful entry of an inhabited structure to commit a felony or a theft.

California Register Resource. Any resource listed in the California Register, as it may be amended from time to time.

California Register. The California Register of Historical Resources as defined in California Public Resources Code Section 5020.1 as it may be amended from time to time.

Caltrans. The State of California's Department of Transportation.

Capital Project. A specific undertaking involving procurement, construction or installation or facilities or related equipment which improves, preserves, enhances or modernizes the City's provision of municipal services, has a useful life of at least five years and which costs in excess of \$10,000.

CBD. The traditional business core of the community, often characterized by a high concentration of business activity relative to residential uses.

CCJPA. Capitol Corridor Joint Powers Authority.

Cellular Telephone. A mobile telephone operated through a cellular radio network.

Census. The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD). The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

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Central City. That area of the City of Sacramento lying between the American River on the north, Broadway on the south, the Sacramento River on the west, and Alhambra Boulevard on the east. The properties fronting upon the eastern side of Alhambra and the southern side of Broadway are within the central city.

CEQA. California Environmental Quality Act.

Certificated School Employee. A certificated school employee is an employee of a school district who is in a position requiring a teaching certificate from the State Department of Education. Classified school employees include teachers, student services personnel, principals, assistant principals, program directors, and coordinators.

CFS. The measuring unit of cubic feet per second (cfs), which is used to quantify the amount of flow in a wash. A cubic foot is equivalent to 7.5 gallons of water. Thus, one cfs is 7.5 gallons of water passing by every second.

Channel. An open conveyance of surface stormwater having a bottom and sides in a linear configuration. Channels can be natural or man-made. Channels have levees or dikes along their sides to build up their depth. Constructed channels can be plain earth, landscaped, or lined with concrete, stone, or any other hard surface to resist erosion and scour.

Channel. An open conveyance of surface stormwater having a bottom and sides in a linear configuration. Channels can be natural or man-made. Channels have levees or dikes along their sides to build up their depth. Constructed channels can be plain earth, landscaped, or lined with concrete, stone, or any other hard surface to resist erosion and scour.

Charter School. A tax-supported school established by a charter between a granting body (i.e., school board) and an outside group (e.g., teachers and parents). Charter schools operate within the framework of California State law (Education Code §47605-47608) to create a charter that outlines the school's governing structure, mission, methods of assessment, student outcomes, and goals. Charter schools function as small independent school districts and accept students based on criteria established in the school charter.

CIP. Capital Improvement Program.

City Council. A city's legislative body. The popularly elected city council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The council adopts the local general plan, zoning, and subdivision ordinance.

City. City of Sacramento.

City. City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system).

Classified School Employee. A classified school employee is an employee of a school district who is in a position not requiring a teaching certificate from the State Department of Education. Classified school employees include employees in such positions as teaching assistants, teacher's aides, pupil services aides, library aides, school secretaries, custodians, bus drivers, and cafeteria workers. The numbers of classified staff members do not include preschool, adult education, or regional occupational center or program classified employees.

Combined Sewer Overflows (CSOs). Untreated or partially treated wastewater overflows from a wastewater system to surface waters. CSOs generally occur during wet weather. During periods of wet weather, these systems become overloaded, bypass treatment works, and discharge directly to receiving waters.

Combined Sewer System (CSS). A wastewater collection system which conveys sanitary wastewaters (domestic, commercial and industrial wastewaters) and stormwater through a single pipe to a publicly owned treatment works for treatment prior to discharge to surface waters. Residents who live in certain parts of Sacramento are provided drainage and sewage services through a Combined Sewer System.

Commercial. A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial. A land use classification that permits facilities for the buying and selling of commodities and services.

Community Garden. An otherwise undeveloped lot divided into multiple plots for the growing and harvesting of fruits, vegetables, flowers, or herbs, primarily for the personal use of the growers, and that is established, operated, and maintained by a group of persons. A community garden does not include a garden or edible landscaping that is incidental to the primary use of the lot, including a garden or edible landscaping: (1) on a lot developed with one or more residences and devoted to the personal use of the occupants of the residences; or (2) on a lot developed with a nonresidential use. Regulation of this use varies, depending on the size of the garden.

Community Noise Equivalent Level. Community noise equivalent level (CNEL) is an L_{dn} with an additional 5 dBA “penalty” for the evening hours between 7:00 p.m. and 10:00 p.m.

Community Plan. A portion of the local general plan that focuses on a particular area or community within the city or county. Community plans supplement the policies of the general plan.

Community Service Area. A geographic subarea of a city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea.

Compatible. Capable of existing together without conflict or ill effects.

Cone of Depression. A depression of the water table surface in the shape of an inverted cone. Localized cones of depression develop around a well or wells that are being pumped. Regional cones of depression occur from long-term pumping in a groundwater basin.

Confined Aquifer. Has a confining layer at the top, causing the groundwater to be under pressure.

Contaminant Plume. An elongated body of groundwater containing contaminants that originate and migrate from a source within subsurface soils, rocks, or unconsolidated deposits.

Contamination (Water). The addition to water of any substance or property preventing the use or reducing the usability of the water.

Cortese List. Hazardous sites identified under government code section 65962.5.

Council of Governments. There are 25 COGs in California made up of elected officials from member cities and counties. COGs are regional agencies concerned primarily with transportation planning and housing; they do not directly regulate land use.

County. County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Craftsman Bungalow Style. Housing style characterized by low-pitched gabled roof, shed or gabled dormers, multi-pane sash over large pane window, square column bases and porches, either full or partial-width.

CTP. California Transportation Plan.

Day-Night Noise Level. Day-night noise level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime.

dBA. A-weighted decibels.

DCA. 1,2-dichloroethane

DCE. cis-1,2-dichloroethene.

Decibel. Decibel (dB) is the standard unit of sound, which is the logarithmic ratio of two like pressure quantities, with one pressure quantity being a reference sound pressure.

Decon. Decontamination Team.

Deep percolation. The percolation of surface water through the ground and beyond the lower limit of the root zone of plants into a groundwater basin or aquifer.

Delineation. Defining the physical boundaries of a stream, floodplain, jurisdictional wash, etc.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net").

Deposit. Something dropped or left behind by moving water, as sand or mud.

Design Guidelines. A set of guidelines regarding the architectural appearance of a building, structure, or other improvement that governs the alteration, construction, demolition, or relocation of the building, structure, or other improvement.

Developable Acres, Net. The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Development Standards. Regulations that address the size, bulk, height, siting conditions, and improvement standards of particular types of buildings or uses located within any zone.

Development. A man-made change to property, such as buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Development. Any of the following:

1. The placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials;
2. Change in the density of intensity of use of land, including, subdivision of land pursuant to the Subdivision Map Act (Government Code section 66410 et seq.), and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use;

3. Change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; or
4. The removal or harvesting of major vegetation other than for agricultural purposes, and timber harvesting operations.

Digital Subscriber Line. A digital subscriber line (DSL) is internet technology that uses existing two-wire copper telephone wiring to deliver high-speed data services at speeds greater than basic internet dial-up.

Discharge. The amount of water that passes a specific point on a watercourse over a given period of time. Rates of discharge are usually measured in cubic feet per second (cfs).

Disposal Site. The place, location, tract of land, area, or premises in use, intended to be used, or which has been used, for the disposal of solid wastes.

- A Class I disposal site may include a landfill, waste pile, surface impoundment, or land treatment unit for hazardous waste. A Class I landfill must have a variance permit from the California Integrated Waste Management Board (CIWMB) and is regulated by the Enforcement Agency (EA).
- A Class II disposal site may include a landfill, waste pile, surface impoundment, or land treatment unit for designated waste which threatens water quality. A Class II disposal site must have a solid waste facilities permit from the California Integrated Waste Management Board (CIWMB) and is regulated by the Enforcement Agency (EA).
- A Class III disposal site is a landfill that accepts non-hazardous resources such as household, commercial, and industrial waste, resulting from construction, remodeling, repair, and demolition operations. A Class III landfill must have a solid waste facilities permit from the California Integrated Waste Management Board (CIWMB) and is regulated by the Enforcement Agency (EA). A “classified waste management unit,” as defined by 27 California Code of Regulations section 20164, that has been classified by a regional water control board as a Class III landfill pursuant to the provisions of the California Code of Regulations.

Disposal. All waste created by all sources within each jurisdiction (including businesses, government agencies and residents) which is disposed at CalRecycle-permitted landfills or CalRecycle-permitted transformation facilities, or is exported from the state. CalRecycle tracks tons of waste disposed by each jurisdiction using its disposal reporting system.

Diversions. In reference to solid waste, diversion refers to the amount of solid waste that is prevented from being deposited into a landfill and instead is able to be reused or recycled as another product. Diversion is typically expressed as a percentage of total waste.

Drainage Basin. A geographical area which contributes surface water runoff to a particular point. The terms “drainage basin,” “tributary area,” and “watershed” can be used interchangeably.

Dwelling Unit, Secondary. A dwelling unit that is accessory to a single-unit dwelling located on the same parcel as the single-unit dwelling unit is situated.**Floor area ratio (FAR).**The gross building area (GBA) of development, exclusive of structured parking areas, proposed on the site divided by the total net lot area (NLA). The formula is $GBA/NLA = FAR$. (Example: $43,560 / 43,560 = FAR 1.0$)

Dwelling Unit. One or more rooms that include permanent provision for living, sleeping, eating, cooking, and sanitation that are occupied for residential purposes by one or more persons living as a single housekeeping unit.

Dwelling. A structure that contains one or more dwelling units.

Electricity. Electricity is a natural phenomenon, either through lightening or the attraction and repulsion of protons and electrons to create friction, that in turn forms an electric current or power.

Elevation. A drawing showing the vertical elements of a building, either interior or exterior, as a direct projection to a vertical plane.

Employment Center. A North Natomas land use designation and zone that encourages a mixture of land uses consisting primarily of employment generators (office uses), with limited secondary uses such as support retail, industrial, and multifamily residential. Employment Center land uses vary in intensity from 30 to 80 employees per net acre with the most intense Employment Center designations located near future light rail stations.

Endemic. Plant or wildlife species that only occur in a certain area, or in a certain habitat.

Epicenter. An area of the surface of the earth directly above the focus (true center of an earthquake, within which the strain energy is first converted to elastic wave energy of an earthquake.

Equivalent Noise Level. Equivalent noise level (L_{eq}), the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise source and that of a steady noise source are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

Erosion. Movement of material (such as soil) from one place to another on the earth's surface. Agents of movement include water, ice, wind, and gravity.

Expansion (Shrink-Swell) Potential. The relative volume change in a soil with a gain in moisture. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out.

FAA. Federal Aviation Administration.

Farmland of Statewide Importance. Farmland of Statewide Importance (as defined by the Department of Conservation) is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland. Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below except Grazing Land - do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Fault System. Two or more interconnecting fault sets.

Fault Zone. A zone in which surface disruption or rock fracture has occurred due to movement along a fault. A fault zone may be expressed as an area with numerous small fractures, breccia (essentially, fractured rock) as a fault gouge. A fault zone may be anywhere from a few meters or yards) to two or more kilometers (1 mile or more) wide.

Fault. A fracture in the earth's crust accompanied by a displacement of one side with respect to the other and in a direction parallel to the fracture.

FHWA. Federal Highway Administration.

Fiber Optic Cable. A fiber optic cable is a cable containing multiple optical fibers. The individual fibers are coated with flexible, transparent glass or plastic and contained in a cable tube suitable to the environment where the cable is being deployed. The fibers transmit light between the two ends of the cable, allowing for high speed transmission of information over long distances.

Fill Material. Any material used for the primary purpose of replacing an aquatic area with dry land or for changing the bottom elevation of a waterbody. This includes both natural materials (silt, sand, gravel, rock, and wood) and manufactured materials (concrete, plastic, steel, treated wood).

FIRM (Flood Insurance Rate Map). Issued by FEMA, these maps show special hazard areas, including the 100-year floodplain. They also show flood insurance risk zones and other flood-related information applicable to a community.

Flood Control. Various activities and regulations that help reduce or prevent damages caused by flooding. Typical flood control activities include: structural flood control works (such as bank stabilization, levees, and drainage channels), acquisition of floodprone land, flood insurance programs and studies, river and basin management plans, public education programs, and flood warning and emergency preparedness activities.

Flood. A general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties (at least one of which is the policyholder's property) from:

- Overflow of inland or tidal waters; or
- Unusual and rapid accumulation or runoff of surface waters from any source;
- Mudflow; or
- Collapse or subsidence of land along the shore of a lake or similar body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels that result in a flood as defined above.

Floodplain. The area adjoining a watercourse that may be covered by floodwater during a flood. Storm runoff and flood events may cause alterations in the floodplain in certain areas.

Forcible Rape. The carnal knowledge of a person forcibly and against his/her will.

Freeboard. An additional amount of height above the Base Flood Elevation used as a factor of safety (e.g., two feet above the Base Flood) in determining the level at which a structure's lowest floor must be elevated or floodproofed to be in accordance with State or community floodplain management regulations.

Frontage. That portion of a lot that abuts a public street or private street for which the street alignments, widths, and design standards have been approved by the planning and design commission, preservation commission, or City Council.

FTA. Federal Transit Administration.

General Plan. A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Ground Failure. Mudslide, landslide, liquefaction, of the seismic compaction of soils.

Ground Shaking. When movement occurs along a fault, the energy generated is released as waves, which cause groundshaking. Groundshaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment through which the seismic waves move. The strongest ground motion, or groundshaking, typically occurs near the epicenter of the earthquake and attenuates (diminishes) as the seismic waves move away from the epicenter. In general, loose or soft saturated sediments amplify groundshaking more than dense or stiff soils or bedrock materials.

Groundwater Basin. Flow system that has a surface and a subsurface area with defined boundaries, and materials (rocks or unconsolidated deposits) that can store water.

Groundwater. Water within the earth that supplies wells and springs; water in the zone of saturation where all openings in rocks and soil are filled, the upper surface of which forms the water table.

Hazardous Material/HazMat. As defined by the California Health and Safety Code, a material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous Waste Disposal Facility. A facility at which hazardous waste is intentionally placed into or on any land or water, and at which waste will remain after closure. (See California Health and Safety Code section 25114).

Hazardous Waste Facility. A hazardous waste facility that includes all contiguous land and structures, other appurtenances, and improvements on the land, used for handling, treating, storing, or disposing of hazardous waste.

Hazardous Waste Transfer Facility (Transfer Station). Any hazardous waste facility where hazardous wastes are loaded, unloaded, pumped, or packaged. (California Health and Safety Code Section 25114)

Hazardous Waste Treatment Facility. Treatment as defined in California Health and Safety Code section 25123.5 as that section may be amended from time to time. “Treatment facility” means any off-site or on-site facility at which hazardous waste is subject to treatment.

Hazardous Waste. Waste, or a combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness; or pose substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed.

HCM. Highway Capacity Manual.

Historic District Plan. A plan adopted by the council pursuant to chapter 17.604 or the prior versions of that chapter.

Historic District. A geographic area designated as a historic district by the council in accordance chapter 17.604.

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Historic Resource. Those properties determined to be a historic resource or cultural resource under CEQA or NEPA, under any other provision of California law, or listed or nominated for listing on the Sacramento register.

Historic; Historical. An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Homicide. The willful (non-negligent) killing of one human by another.

Hotel. A building designed for occupancy as temporary lodging with or without meals, in which there are six or more guest rooms. A hotel is typically larger than a motel and often includes conference and banquet facilities. See “rooming and boarding house,” or “residential hotel,” to differentiate a hotel use from these other uses.

Household Hazardous Waste. Items that are discarded at specially designated facilities. These items include paints, cleaning chemicals, solvents, fluorescent light bulbs, non-commercial pesticides, insecticides, and motor oil.

Housing Element. One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

HOV. High Occupancy Vehicle.

Improvements. Buildings, structures, and fixtures erected on, or affixed to, land, except telephone, telegraph, and electrical lines.

Inactive Fault. A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Infill Development. Development on, or reuse of, a site that has been previously developed, or development on a vacant site, where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with existing uses.

Infill. Development on, or reuse of, a site that has been previously developed, or development on a vacant site, where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with existing uses.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Internet. The internet is a network that links computer networks all over the world by satellite and telephone, connecting users with service networks such as e-mail and the World Wide Web.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Land Use Element. A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element").

Land Use Regulation. A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Land Use. The occupation or use of land or water area for any human activity or any purpose defined in the General Plan.

Landmark. All historic resources designated as landmarks by the council in accordance with chapter 17.604.

Landscaping. Plants, other physical site elements, and plans.

Landslide. A general term for relatively rapid mass movement, such as slump, rock slide, debris slide, mudflow, and earthflow.

Larceny. The unlawful taking, carrying, leading, or riding away of property from the possession or construction possession of another.

Ldn. The Day Night Average Level, is a 24-hour average Leq with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime.

Levee. A man-made structure, usually an earthen embankment often reinforced with soil cement, that is designed to contain or divert the flow of water.

Light Rail Transit (LRT). "Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Listed Historic Resource. Any resource listed in the Sacramento register, the California Register, or the National Register of Historic Places; provided, that listed historic resource does not include a noncontributing resource in a historic district or resources in the Old Sacramento national historic landmark district.

LOS. Level of Service.

Lot. A parcel of land shown on a subdivision map or a record of survey map, or a parcel described by metes and bounds, or a building site in one ownership having an area for each main building as hereinafter required in each zone.

LUST. Leaking underground storage tank.

Magnitude (Earthquake). A measure of the strength of an earthquake or the strain energy released by it, as determined by seismographic observations and mathematical calculations.

Manufacturing, Service, and Repair. The compounding, processing, reprocessing, assembly, packaging, maintenance, or repair of goods. Regulation of this use varies, depending on size of building.

Master Plan. An overall plan for development, consistent with the goals and policies of the general plan and applicable community plan, specific plan, or area plan. A master plan shall include, but may not be limited to, an overall schematic plan designating acreage proposed for each parcel, location of proposed land uses, general description of the types and intensities of uses, building elevations, heights, square footage, parking, open space, and the proposed pedestrian, bicycle, and traffic circulation system.

Maximum Noise Level. Maximum noise level (L_{max}) is the maximum instantaneous noise level experienced during a given period of time.

MCL. Maximum contaminate level.

mgd. Million gallons per day.

Midden. The layer of soil which contains the byproducts of human activity as the result of the accumulation of these materials on their living surface. For prehistoric sites, a layer of soil that was stained to a dark color by the decomposition of organic refuse which also contained food bones, fragments of stone tools, charcoal, pieces of pottery, or other discarded materials. For historic sites, a similar layer of soil but with appropriate historic material remains often in a much thinner deposit.

Mined Lands. The surface, subsurface, and ground water of an area in which surface mining operations will be, are being, or have been conducted, including private ways and roads appurtenant to any such area, land excavations, workings, mining waste, and areas in which structures, facilities, equipment, machines, tools, or other materials or property which result from, or are used in, surface mining operations are located.

Minerals. Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum.

Minimum Noise Level. Minimum noise level (L_{min}) is the minimum noise level experienced during a given period of time.

Missionization. The process of converting Natives to Christianity and assimilating them to European beliefs/ways of life.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

MMT. Million metric tons.

Motor Vehicle Theft. The theft, or attempted theft, of a motor vehicle.

MRZ. Areas classified by the State on the basis of geologic factors, without regard to existing land use and land ownership.

MT. Metric ton.

Multiple Family Building (Multi-family). A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Mutual Aid. The provision of resources (personnel, apparatus, and equipment) to a requesting jurisdiction already engaged in emergency operations, which have exhausted or will shortly exhaust local resources.

Mw. Moment magnitude.

National Flood Insurance Program (NFIP). A federal program that allows property owners to purchase insurance protection against losses due to flooding. In order to participate in this program, local communities must agree to implement and enforce measures that reduce future flood risks in special flood hazard areas.

National Historic Preservation Act. 16 U.S.C. section 470 et seq., as it may be amended from time to time.

National Register of Historic Places. The official inventory of districts, sites, buildings, structures and objects significant in American history, architecture, archeology and culture which is maintained by the Secretary of the Interior under the authority of the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966(16 U.S.C. 470 et seq., 36 C.F.R. sections 60, 63).

National Register Resource. Any resource listed in the National register of Historic Places.

Natural Gas. Natural gas is a hydrocarbon gas mixture that is widely used as an energy source in a variety of applications including heating buildings, fueling vehicles, and generating electricity.

Noise-Sensitive Area. Noise-sensitive area is an area where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Examples include residences, cemeteries, churches, and hospitals.

Nominated Resource. A resource nominated for listing on the Sacramento register as provided for in chapter 17.604. Any building, structure, site, area, place, feature, characteristic, appurtenance, landscape, landscape design, or improvement.

Office. A room or group of rooms used for conducting the affairs of a business, profession, service industry, or government. Office includes "medical clinic or office."

Open Space, Common. Open space that is reserved for the shared use of adjacent tenants or property owners. Common open space includes landscaping, roof gardens, atriums, natural water features (e.g., ponds), and other amenities used for outdoor use.

Open Space, Private. Open space that is reserved for the use of a single tenant or property owner. Private open space includes balconies, decks, and porches.

Open Space, Public. Open space that is provided for public use.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Open Space. Open space is defined as undeveloped land primarily left in its natural environment with recreation uses as a secondary objective. Open space may or may not have public access. This type of land often includes wetlands, steep hillsides, or other similar spaces.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Other Land. Other Land (as defined by the Department of Conservation) is land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Park. All publicly owned and operated parks that are used, operated, or maintained for recreational purpose.

Passive Recreation. A mix of non-motorized or non-consumptive recreational uses, such as wildlife viewing, hiking, biking, and canoeing that typically occur on undeveloped or minimally-improved lands.

Peak Flow. The maximum rate of flow through a watercourse for a given storm.

Peak Particle Velocity. Peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

Perchlorate. Primary ingredient in solid propellant for rockets and missiles, and is a common contaminant found in groundwater supplies in and around aerospace and military facilities.

Percolation. Movement of water through small openings (pore space) within a porous material.

Permeability (groundwater). Ability of a rock or unconsolidated deposit to transmit water through spaces that connect between grains. The size and shape of the spaces controls how well water transmits, or “flows.”

Planning and Design Commission. The planning and design commission established pursuant to chapter 2.60.

Planning and Zoning Law. Title 7 Division 1 of the State of California Government Code, beginning with section 65000.

Planning Area. The area directly addressed by the general plan. A city's planning area typically encompasses the City Limits and potentially annexable land within its sphere of influence.

PM10. Respirable particulate matter ten microns or less in diameter.

PM2.5. Respirable particulate matter 2.5 microns or less in diameter.

Point Source of Pollution. Discrete conveyances, such as pipes or man-made ditches that discharge pollutants into waters of the United States. This includes not only discharges from municipal sewage plants and industrial facilities, but also collected storm drainage from larger urban areas, certain animal feedlots and fish farms, some types of ships, tank trucks, offshore oil platforms, and collected runoff from many construction sites.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program").

Power Plants. Power plants are sources for generating electricity.

PPV. Peak Particle Velocity.

Prehistory. Human history in the period before recorded history, known mainly through archaeological discoveries, study, research, etc.

Priority Investment Areas. Areas the City has designated for priority investment that the City would use in the future to align programming guide criteria and CIP funding for new infrastructure projects (Resolution 2009-629).

Private Hauler. Any privately-owned waste hauler that collects, disposes or destroys, or any combination thereof, garbage, waste, offal or debris.

Public and Quasi-public Facilities. Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries. (See "Institutional Uses").

Reach. A term used to describe a specific length of a stream or watercourse. For example, the term can be used to describe a section of a stream or watercourse between two bridges.

Recharge (Groundwater). Water reaching the saturated zone of an aquifer where it is available for extraction.

Reclamation. The combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, including adverse surface effects incidental to underground mines, so that mined lands are reclaimed to a usable condition which is readily adaptable for alternate land uses and create no danger to public health or safety. The process may extend to affected lands surrounding mined lands, and may require backfilling, grading, resoiling, revegetation, soil compaction, stabilization, or other measures.

Recyclable Material. Reusable material, including without limitation metals, glass, plastic, paper, concrete, and organic material that is intended for reuse, remanufacture, or reconstitution for the purpose of using the altered form. Recyclable material does not include refuse or hazardous material.

Recycling Facility. A facility for the acceptance of recyclable materials from the general public, other recycling facilities, local government agencies, and other business enterprises. The facility is used for the collection, short-term storage, processing, and transfer of recycled materials having a residual solid waste of 10 percent or less of non-putrescent material requiring transport to a landfill. A recycling facility may use portable or permanent equipment to chip, crush, grind, or process recyclable waste products.

Recycling. The process of collecting, sorting, cleansing, treating, and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products that meet the quality standards necessary to be used in the marketplace.

Redevelopment Plan. A plan that is agreed to by the local redevelopment authority for a closing or realigning installation, and that provides for the reuse or redevelopment of the real property and personal property of the installation that is available for such reuse and redevelopment as a result of the closure or realignment.

Regional Housing Needs Plan. A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regulatory. Subject to the control of or required to follow rules set forth by a governmental agency. With respect to washes or streams it refers to those areas where the federal government restricts the use or development of areas it has deemed to be “Waters of the U.S.” These regulations are part of the Clean Water Act.

Renewable Energy. Renewable energy is energy that comes from natural resources that are naturally replenished, such as solar, wind, rain, tides, geothermal, and biomass sources.

Reportable Quantities. 55 gallons for liquids, 500 pounds for solids and 200 cubic feet for compressed gases.

Response Time. The total amount of time it takes for a fire, police, and/or emergency medical service (EMS) unit to respond to a call, from the time when the emergency call is placed to 911 to the time that the unit arrives on scene. Response times are typically broken into three components:

- Call-handling time which includes the time of the call to 911 until the time that Communications dispatches fire, police, and/or EMS units.
- Turnout time which includes the time that Communications dispatches a fire, police, and/or EMS unit until the time that the unit responds and is en route to the scene.
- Travel time which includes the time that the fire, police, and/or EMS unit responds until the time that the unit arrives on scene.

Restaurant. An establishment where food and drink are prepared, served, and consumed primarily within the principal building. A restaurant use may or may not have within its premises a bar for the sale of alcoholic beverages for on-site consumption.

Retail Store. An establishment engaged in selling goods or merchandise to the general public for personal or household consumption or use. Goods or merchandise may be new or used. A retail store promotes itself to the general public; may buy, receive, and sell merchandise; may process or manufacture some of the products in stock, such as jewelry or baked goods; and may process articles owned by the customer, such as cleaners or shoe repair. Membership-type stores, indoor markets, bazaars, antique malls, consignment shops, thrift stores, and secondhand stores are examples of retail stores. Regulation of this use varies, depending on size of building. “Retail store” does not include superstores.

Reuse. The rehabilitation and utilization of existing (typically historical) structures for a different use than the structure was originally built to accommodate.

Robbery. Taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or by putting the victim in fear.

RT. Sacramento Regional Transit District

Runoff. The portion of precipitation on land that ultimately reaches streams, especially water from rain or melted snow that flows over ground surface.

SACOG. Sacramento Area Council of Governments.

Sacramento Register of Historic and Cultural Resources. The register created by chapter 17.604.

Saturated zone. An aquifer zone with only water in the interconnected spaces.

School (K—12). Any building, portion of building, or group of buildings designed, constructed, and used for public or private education or instruction for any or all grades from kindergarten through grade 12.

School Developer Fees. Fees levied on new development by school districts as established by Proposition 1A and SB 50 and determined by the State Allocation Board.

- Level I fees are set at rates of \$3.20 per square foot of new residential and \$0.51 per square foot for commercial and industrial development. A fee of \$3.20 per square foot also applies to any additions to existing residential development. Additions of less than 500 square feet are exempt from this fee.
- Level II fees are additional fees on new development set by individual School Districts to generate one-half of the cost of providing new school facilities. Use of Level II fees assumes that the State will provide the other half of the cost of new schools through the issuance of general obligation bonds.
- Level III fees are additional fees on new development set by individual School Districts to generate 100 percent of the cost of providing new school facilities allowed in the event that the State does not have funding available. The district must, however, refund these funds when general obligation funds from the State do become available.

Secondary Treatment. Technology-based requirements for direct discharging municipal wastewater treatment facilities. Standard is based on a combination of physical and biological processes typical for the treatment of pollutants in municipal wastewater.

Secretary of the Interior's Standards. The Secretary of the Interior's Standards for Treatment of Historic Properties found at 36 C.F.R. 68.3, as it may be amended from time to time.

Sediment. Soil particles, sand, and minerals washed from the land into aquatic systems as a result of natural and human activities.

Seiche. A standing wave (periodic oscillation) produced in a body of water such as a reservoir, lake, or harbor, by wind, atmospheric changes, or earthquakes.

Seismic. Pertaining to earthquake or earth vibration, including those that are artificially induced.

Semi-confined Aquifer. Confined by upper layers having permeability that varies from low to moderate. Thus, groundwater moves through these confining layers, but moves slowly.

Setback. The line beyond which the main wall of a building or structure may not project. A required setback for one building or structure may not serve as the required setback for any other building or structure.

1. A front-yard setback, and a rear-yard setback that is adjacent to an alley, extend across the full width of the lot and are measured from the adjacent right-of-way line to the nearest point of the main wall of the building.
2. A rear-yard setback that is not adjacent to an alley extends across the full width of the lot and is measured from the property line to the nearest point of the main wall of the building.
3. An interior side-yard setback extends from the front-yard setback to the rear-yard setback and is measured from the property line to the nearest point of the main wall of the building.
4. A street side-yard setback extends from the front-yard setback to the rear-yard setback and is measured from the adjacent right of way line to the nearest point of the main wall of the building.

Shopping Center. A group of five or more commercial establishments on one or more parcels with common off-street parking and vehicular access points. A shopping center can include an anchor tenant that wholly or partially occupies a structure in a shopping center; occupies not less than 4,000 square feet; and is a retail food store, drug store, department store, retail discount house, home improvement center, variety store, movie theater, or restaurant.

Significant Feature or Characteristic. A feature or characteristic identified by the city council as significant from a historical standpoint pursuant to chapter 17.604.

Site Plan and Design Review. A review process that ensures that the physical aspects of a development project are consistent with the general plan and applicable specific plan or transit village plan and with all applicable neighborhood specific and city-wide design guidelines and development standards. Site plan and design review is a discretionary permit and is not the automatic right of an applicant.

Site. A contiguous area of land, including a lot or lots or a portion thereof, upon which a project is developed or proposed for development.

Soil Erosion. The processes by which soil is removed from one place by forces such as wind, water, waves, glaciers, and construction activity and eventually deposited at some new place.

Solar Energy System, Commercial (City Property). A facility used for the conversion of solar energy for the commercial sale of electricity and located on a lot owned by the city. A solar energy system—commercial (city property) does not include a system that is accessory to the primary use of the lot and that generates electricity that is primarily used on-site or credited to the use of the lot.

Solar Energy System, Commercial (Non-city Property). A facility used for the conversion of solar energy for the commercial sale of electricity and located on a lot that is not owned by the city. A solar energy system—commercial (non-city property) does not include a system that is accessory to the primary use of the lot and that generates electricity that is primarily used onsite or credited to the use of the lot.

Solid Waste Landfill. A solid waste landfill defined in California Public Resources Code section 40195.1.

Solid Waste Transfer Station. A facility where solid waste is unloaded and then consolidated for shipment to a landfill.

Solid Waste. Any material consisting of inert, putrescible, or non-putrescible material generated by residential, commercial, industrial, and agricultural uses. Inert materials generally have no active material that can break down into other forms, and therefore are considered not to decompose. Putrescible materials are capable of being decomposed by microorganisms with sufficient rapidity as to cause nuisances because of odors, vectors, gases, or other offensive conditions. Non-putrescible materials are not easily decomposed into other matter or decomposed into other materials.

Sound Exposure Level or Single Event Level (SEL). A descriptor used to characterize the severity of short-duration sound events, SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

Specific Plan. A plan addressing land use distribution, open space availability, infrastructure, and infrastructure financing for a portion of the community. (See Government Code section 65450 et seq.)

STAA. Service Transportation Assistance Act.

Storm Drainage System. A system for collecting runoff of stormwater from land and streets and removing it to appropriate outlets. The system may include inlets, catch basins, storm sewer pipes, channels, detention basins, and pump stations.

Stormwater. Precipitation from rain or snow that accumulates in a natural or man-made watercourse or conveyance system.

Strategic Plan. A document used by an organization to align its organization and budget structure with organizational priorities, missions, and objectives. According to requirements of Government Performance and Results Act (1993), a strategic plan should include a mission statement, a description of the agency's long-term goals and objectives, and strategies or means the agency plans to use to achieve these general goals and objectives. The strategic plan may also identify external factors that could affect achievement of long-term goals.

Street. A public thoroughfare, including a public road and highway, that affords the principal means of access to abutting property.

Structural Fire. A fire that occurs within a man-made structure.

Structure. Anything constructed or erected that requires location on the ground or attached to something having location on the ground, including accessory buildings, signs and billboards, antennas and accessory antennas, swimming pools, paved surfaces, and solar panels, but not including fences or walls used as fences.

Subsidence. Gradual settling or sinking of the earth's surface with little or no horizontal motion, usually as the result of the withdrawal of oil, natural gas, or groundwater, or hydrocompaction.

Surface Mining Operation. All, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incidental to an underground mine. Surface mining operation includes:

- a. In place distillation or retorting or leaching;
- b. The production and disposal of mining waste; and
- c. Prospecting and exploratory activities.

Surface Water. Water that flows in streams and rivers and in natural lakes, in wetlands, and in reservoirs constructed by humans.

Survey. A process by which properties are documented for eligibility for listing in the Sacramento register, the California Register, or the National Register of Historic Places.

Sustainability. Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development. Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Telecommunications Facility. A facility that transmits or receives electromagnetic signals. A telecommunication facility includes antennas, microwave dishes, horns, and other types of equipment for the transmission or receipt of such signals; telecommunications towers or similar structures that support the equipment; equipment buildings; parking area; and other accessory development.

Telecommunications Tower. A mast, pole, monopole, guyed tower, lattice tower, free-standing tower, or other structure designed and primarily used to support antennas, to include dishes, arrays, and similar devices.

Theater. A structure used for the performing arts such as dramatic, dance, musical, or other live performances.

Tier 1 Priority Investment Areas. The City defined Tier 1 Priority Investment Areas as places the City would allocate funding to key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers. Tier 1 Areas include: 65th North, Arden Fair, Central Business District, Delta Shores, Robla, and UC Davis Medical Center.

TMP. Transportation Management Plans.

TPG. Transportation Programming Guide.

Transit-oriented Development (TOD). A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transmission and Distribution Lines. Transmission and distribution lines are distribution networks for electricity and natural gas.

Transportation Systems Management (TSM). Measures to better utilize existing transportation facilities and services and promote alternative commute modes. See chapter 17.700 in this title for more information.

Tributary. A stream that contributes its water to another stream or body of water.

TSM. Transportation System Management.

Urban and Built Up Land. Urban and Built Up Land (as defined by the Department of Conservation) is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Urban. Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural." (See "Urban Land Use").

Urban. Urban is a characteristic of or constitutes a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural.

Urban. Urban is a characteristic of or constitutes a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural.

Vacant. Lands or buildings that are not actively used for any purpose.

VdB. Vibration decibels.

Victorian Delta Style. Housing style characterized by single front gabled roof form, horizontal siding, square posts and rails, and tall narrow windows with little or no window decoration.

Warehouse. A building used primarily for the long-term or short-term storage of goods and materials awaiting transportation or distribution, and not generally accessible to the general public. Incidental storage, repair, and maintenance of trucks associated with the distribution of goods from the warehouse are allowed.

Waste Transfer Station. Waste transfer stations are facilities where municipal solid waste is unloaded from collection vehicles and briefly held while it is reloaded onto larger long-distance transport vehicles for shipment to landfills or other treatment or disposal facilities.

Wastewater System. A system of pipes, and pump stations intended to carry wastewater or water-borne wastes from homes, businesses and industries to a publicly owned treatment works prior to discharge to surface waters.

Water Table. Level in the saturated zone of an aquifer where the pressure from the air and the pressure from the water are equal. In an unconfined aquifer, the water table is the top of the saturated zone and the bottom of the unsaturated zone.

Watercourse. Any minor or major lake, river, creek, stream, wash, arroyo, channel or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

Watershed. An area from which water drains into a lake, stream or other body of water. A watershed is also often referred to as a basin, with the basin boundary defined by a high ridge or divide, and with a lake or river located at a lower point.

Well – Gas or Oil. The drilling, extraction, and transportation of subterranean fossil gas and petroleum, and necessary attendant uses and structures, but excluding refining, processing, or manufacturing.

Wildland Fire. Any fire occurring on undeveloped land.

Wildland. An area in which development is essentially non-existent except for power lines, roads, railroads, and similar transportation facilities. Structures, if any, are widely scattered and are primarily for recreational purposes. Includes large cattle ranches and forests managed for timber production. Wildland fire spread is heavily influenced by three primary factors: weather, topography, and fuel.

Wildland/urban Interface. Heavily vegetated areas where wildlands meet urban development.

Wildland/Urban Interface. The geographical point where flammable vegetation meets man-made structures.

Williamson Act. Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zone A99. FIRM designation for area within the base floodplain where a flood protection system is being constructed.

Zone AE. FIRM designation for areas within the base floodplain.

Zone X (Shaded). FIRM designation for areas between the 100-year and 500-year floodplains.

Zone. A geographical area shown on a Flood Hazard Boundary Map or a Flood Insurance Rate Map that reflects the severity or type of flooding in the area.

Zone. A specifically delineated area in the city within which uniform regulations and requirements govern the use, placement, spacing, and size of land and buildings. This term is synonymous with “zoning district.”

Zoning. Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or "zones", represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

APPENDIX A:

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EXISTING CONDITIONS ROADWAY LEVEL OF SERVICE ANALYSIS

Segment				Functional Classification	Lanes	Volume	LOS
ID	Name	From	To				
1	El Centro Rd	Vista Cove Rd	Radio Rd	Arterial - Moderate Access Control	2	8,100	A
2	El Centro Rd/W El Camino	Radio Rd	I-80	Arterial - Moderate Access Control	2	5,300	A
3	W Elkhorn Blvd	E Commerce Way	Natomas Blvd	Arterial - Moderate Access Control	2	13,300	C
4	Del Paso Rd	Power Line Rd	I-5	Arterial - Moderate Access Control	4	18,400	A
5	Del Paso Rd	I-5	Natomas Blvd	Arterial - High Access Control	6	37,200	B
6	Del Paso Rd	Natomas Blvd	Gateway Park Blvd	Arterial - High Access Control	6	17,300	A
7	San Juan Rd	El Centro Rd	Duckhorn Dr	Major Collector	2	4,900	A
9	Northgate Blvd	Main Ave	North Market Blvd	Arterial - Moderate Access Control	4	19,000	A
10	Northgate Blvd	North Market Blvd	I-80	Arterial - High Access Control	6	34,900	A
11	Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	Arterial - Moderate Access Control	4	26,500	C
12	Truxel Rd	Arena Blvd	I-80	Arterial - High Access Control	8	49,700	B
13	Truxel Rd	Del Paso Rd	Arena Blvd	Arterial - High Access Control	8	21,300	A
14	North Market Blvd	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	14,700	A
15	Arena Blvd	I-5	Truxel Rd	Arterial - High Access Control	6	14,400	A
16	Arena Blvd	El Centro Rd	I-5	Arterial - High Access Control	6	22,000	A
17	E Commerce Way	W Elkhorn Blvd	N Park Dr	Arterial - Moderate Access Control	2	5,900	A
18	E Commerce Way	N Park Dr	Del Paso Rd	Arterial - Low Access Control	4	16,600	A
19	E Commerce Way	Del Paso Rd	Arena Blvd	Arterial - High Access Control	6	12,400	A
20	Del Paso Blvd	Globe Ave	El Camino Ave	Arterial - High Access Control	4	6,600	A
21	Del Paso Blvd	El Camino Ave	Marysville Blvd	Arterial - High Access Control	4	10,400	A
22	Del Paso Blvd	Marysville Blvd	Arcade Blvd	Major Collector	2	4,300	A
23	Rio Linda Blvd	Marysville Blvd	Norwood Ave	Major Collector	2	7,300	A
24	Rio Linda Blvd	Norwood Ave	Arcade Blvd	Major Collector	4	8,600	A
25	Rio Linda Blvd	Arcade Blvd	Lampasas Ave	Major Collector	4	11,300	A
26	Marysville Blvd	Rio Linda Blvd	Bell Ave	Major Collector	2	5,000	A
27	Marysville Blvd	I-80	Arcade Blvd	Arterial - Low Access Control	4	19,300	B
28	Marysville Blvd	Arcade Blvd	Del Paso Blvd	Arterial - Low Access Control	4	8,600	A
29	Norwood Ave	Main Ave	I-80	Arterial - High Access Control	4	17,500	A
30	Norwood Ave	Silver Eagle Rd	El Camino Ave	Arterial - Moderate Access Control	2	7,900	A
31	El Camino Ave	Grove Ave	Del Paso Blvd	Arterial - Moderate Access Control	2	13,100	C
32	El Camino Ave	Del Paso Blvd	I-80 Business	Arterial - Moderate Access Control	4	27,400	C
33	Arden Way	Del Paso Blvd	Royal Oaks Dr	Arterial - Moderate Access Control	4	22,100	B
34	Arden Way	Royal Oaks Dr	I-80 Business	Arterial - Moderate Access Control	4	31,800	D
35	Grand Ave	Norwood Ave	Rio Linda Blvd	Minor Collector	2	5,600	B
36	Silver Eagle Rd	Northgate Blvd	Norwood Ave	Arterial - Moderate Access Control	2	11,200	B
37	Main Ave	Northgate Blvd	Norwood Ave	Arterial - Low Access Control	4	13,900	A
38	Main Ave	Norwood Ave	Rio Linda Blvd	Major Collector	2	7,300	A
39	Main Ave	Marysville Blvd	Raley Blvd	Major Collector	2	1,000	A
40	W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	Arterial - Moderate Access Control	4	12,400	A
42	Arcade Blvd	Marysville Blvd	Roseville Rd	Major Collector	2	16,600	F
43	RALEY BL	Ascot Ave	Bell Ave	Arterial - Moderate Access Control	2	9,800	A
44	Bell Ave	Norwood Ave	Winters St	Arterial - Moderate Access Control	2	11,200	B
45	Roseville Rd	Arcade Blvd	Watt Ave	Arterial - Moderate Access Control	2	14,200	C
46	Winters St	Bell Ave	I-80	Arterial - Low Access Control	4	9,000	A
47	Royal Oaks Dr	Arden Way	SR-160	Major Collector	2	6,400	A
48	Dry Creek Rd	Marysville Blvd	Grand Ave	Major Collector	2	2,500	A
49	Arden Garden Connector	Northgate Blvd	Del Paso Blvd	Arterial - High Access Control	4	20,700	A
50	San Juan Rd	Truxel Rd	Northgate Blvd	Arterial - Low Access Control	4	16,700	A
51	W El Camino Ave	I-80	I-5	Arterial - Moderate Access Control	2	15,600	D
52	W El Camino Ave	I-5	Truxel Rd	Arterial - High Access Control	4	22,500	A
53	W El Camino Ave	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	15,200	A
54	W El Camino Ave	Northgate Blvd	Grove Ave	Arterial - Moderate Access Control	2	13,000	C
55	Garden Hwy	I-80	Orchard Ln	Arterial - Moderate Access Control	2	1,000	A
56	Garden Hwy	Gateway Oaks Dr	I-5	Arterial - High Access Control	4	14,600	A
57	Northgate Blvd	I-80	Silver Eagle Rd	Arterial - High Access Control	4	25,600	B
58	Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	Arterial - High Access Control	4	22,700	A
60	Truxel Rd	W El Camino Ave	Garden Hwy	Arterial - High Access Control	4	12,200	A
61	Truxel Rd	Silver Eagle Rd	W El Camino Ave	Arterial - High Access Control	4	22,100	A
62	Truxel Rd	I-80	Silver Eagle Rd	Arterial - High Access Control	6	33,400	A
63	I St	5th St	12th St	Arterial - One Way Low Access Control	3	16,600	C
64	I St	21st St	29th St	Major Collector	2	4,500	A
65	L St	5th St	15th St	Arterial - One Way Low Access Control	3	11,800	A
66	L St	15th St	29th St	Arterial - One Way Low Access Control	2	7,300	A
67	P St	16th St	29th St	Arterial - One Way Low Access Control	2	8,400	A
68	J St	3rd St	7th St	Arterial - One Way Low Access Control	3	19,300	D
69	J St	21st St	29th St	Arterial - One Way Low Access Control	3	14,000	B
70	Q St	3rd St	10th St	Arterial - One Way Low Access Control	3	12,200	A
71	7th St	P St	J St	Arterial - One Way Low Access Control	3	3,900	A
72	12th St	D St	I St	Arterial - One Way Low Access Control	3	7,100	A
73	12th St	N St	P St	Minor Collector	2	1,300	A
74	15th St	X St	Broadway	Arterial - One Way Low Access Control	3	8,600	A
75	15th St	J St	P St	Arterial - One Way Low Access Control	3	10,300	A
76	16th St	P St	W St	Arterial - One Way Low Access Control	3	13,300	A
77	29th St	J St	P St	Arterial - One Way Low Access Control	3	14,200	B
78	30th St	P St	J St	Arterial - One Way Low Access Control	3	8,900	A
79	Alhambra Blvd	Stockton Blvd	Broadway	Arterial - Low Access Control	2	12,600	D
80	Broadway	3rd St	5th St	Arterial - Low Access Control	2	7,500	A
81	Broadway	Riverside Blvd	Franklin Blvd	Arterial - Low Access Control	4	17,600	A
82	Richards Blvd	Bercut Dr	N 7th St	Arterial - High Access Control	4	21,400	A
83	Exposition Blvd	SR-160	I-80 Business	Arterial - High Access Control	4	19,600	A
84	Exposition Blvd	I-80 Business	Arden Way	Arterial - High Access Control	6	31,400	A
85	Arden Way	I-80 Business	Exposition Blvd	Arterial - High Access Control	8	51,300	B

Segment				Functional Classification	Lanes	Volume	LOS
ID	Name	From	To				
86	El Camino Ave	I-80 Business	Howe Ave	Arterial - Moderate Access Control	4	32,400	D
87	Marconi Ave	I-80 Business	Bell St	Arterial - Moderate Access Control	4	19,800	A
88	Auburn Blvd	Howe Ave	Watt Ave	Major Collector	2	7,100	A
89	Auburn Blvd	Watt Ave	SR-244	Major Collector	4	18,800	B
90	Auburn Blvd	El Camino Ave	Arcade Blvd	Major Collector	2	7,000	A
91	American River Dr	Howe Ave	Watt Ave	Major Collector	2	9,200	B
92	Heritage Ln	Arden Way	Exposition Blvd	Major Collector	4	8,200	A
93	Howe Ave	US-50	Fair Oaks Blvd	Arterial - High Access Control	4	48,400	F
101	Howe Ave	Fair Oaks Blvd	Hurley Way	Arterial - High Access Control	6	48,400	D
102	Howe Ave	Hurley Way	El Camino Ave	Arterial - High Access Control	6	28,400	A
103	Howe Ave	El Camino Ave	Auburn Blvd	Arterial - Moderate Access Control	2	14,000	C
105	Alta Arden Ex	Howe Ave	Fulton Ave	Arterial - High Access Control	4	14,300	A
106	Fair Oaks Blvd	Howe Ave	Munroe St	Arterial - High Access Control	6	37,300	B
107	Fair Oaks Blvd	Munroe St	Watt Ave	Arterial - Moderate Access Control	4	35,300	E
108	Fair Oaks Blvd	Watt Ave	Eastern Ave	Arterial - High Access Control	4	37,400	E
110	Watt Ave	Fair Oaks Blvd	US-50	Arterial - High Access Control	6	71,300	F
112	Elvas Ave/56th St	52nd St	H St	Major Collector	2	7,700	A
113	Elvas Ave	J St	Folsom Blvd	Major Collector	3	16,800	C
114	H St	Alhambra Blvd	45th St	Major Collector	2	15,000	F
115	H St	45th St	Carlson Dr	Major Collector	2	15,700	F
116	J St	Alhambra Blvd	H St	Arterial - Moderate Access Control	4	14,500	A
117	Folsom Blvd	Alhambra Blvd	US-50	Arterial - Moderate Access Control	4	17,800	A
118	Folsom Blvd	Howe Ave	Jackson Hwy	Arterial - Moderate Access Control	4	35,200	E
119	Howe Ave	US 50	14th Ave	Arterial - High Access Control	6	49,500	D
120	Stockton Blvd	Alhambra Blvd	US-50	Arterial - Moderate Access Control	4	13,400	A
121	Jackson Hwy	Folsom Blvd	S Watt Ave	Arterial - Moderate Access Control	2	13,000	C
122	Hornet Dr	US-50 WB Ramps	Folsom Blvd	Major Collector	4	21,300	C
123	La Rivera Dr	Watt Ave	Folsom Blvd	Minor Collector	2	18,100	F
124	Carlson Dr	Moddison Ave	H St	Minor Collector	2	11,000	F
125	College Town Dr	Hornet Dr	La Rivera Dr	Arterial - Low Access Control	4	19,200	B
126	39th St	Folsom Blvd	J St	Minor Collector	2	4,500	A
127	59th St	Folsom Blvd	Broadway	Arterial - Moderate Access Control	2	14,700	D
128	C St	Alhambra Blvd	McKinley Blvd	Major Collector	2	5,000	A
129	Sutterville Rd	Riverside Blvd	Freeport Blvd	Arterial - Moderate Access Control	2	16,100	D
130	Sutterville Rd	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	27,600	C
131	Seamas Ave	I-5	S Land Park Dr	Arterial - Moderate Access Control	4	15,200	A
132	Fruitridge Rd	S Land Park Dr	Freeport Blvd	Arterial - Moderate Access Control	4	15,200	A
133	Fruitridge Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	23,600	B
134	Fruitridge Rd	Franklin Blvd	SR-99	Arterial - Moderate Access Control	4	32,600	E
135	Franklin Blvd	Broadway	5th Ave	Arterial - Moderate Access Control	2	5,800	A
136	Franklin Blvd	Sutterville Rd	Fruitridge Rd	Arterial - Moderate Access Control	4	16,400	A
137	Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	Arterial - Moderate Access Control	4	26,000	C
138	Riverside Blvd	Broadway	2nd Ave	Major Collector	4	10,900	A
139	Riverside Blvd	Sutterville Rd	Seamas Ave	Arterial - Moderate Access Control	2	6,000	A
140	Land Park Dr	Broadway	Vallejo Way	Arterial - Low Access Control	2	10,300	B
141	S Land Park Dr	Sutterville Rd	Seamas Ave	Major Collector	2	4,200	A
142	24th St	Sutterville Rd	Fruitridge Rd	Major Collector	4	9,400	A
143	Stockton Blvd	US-50	Broadway	Arterial - Moderate Access Control	4	24,300	B
144	Stockton Blvd	Broadway	Fruitridge Rd	Arterial - Moderate Access Control	4	22,100	B
145	Broadway	Alhambra Blvd	Stockton Blvd	Arterial - Moderate Access Control	4	16,500	A
146	Broadway	Stockton Blvd	65th St	Arterial - Moderate Access Control	2	15,500	D
147	65th St	Elvas Ave	14th Ave	Arterial - Moderate Access Control	4	27,100	C
148	Power Inn Rd	14th Ave	Fruitridge Rd	Arterial - Moderate Access Control	4	31,600	D
149	12th Ave	Martin Luther King Jr Blvd	SR-99	Major Collector	2	16,400	F
150	14th Ave	65th St	Power Inn Rd	Arterial - Low Access Control	4	10,500	A
151	Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	Arterial - Moderate Access Control	4	18,900	A
152	Fruitridge Rd	SR-99	44th St	Arterial - High Access Control	4	29,300	C
153	Fruitridge Rd	44th St	Stockton Blvd	Arterial - Moderate Access Control	4	29,300	D
154	Fruitridge Rd	Stockton Blvd	65th St	Arterial - Moderate Access Control	4	20,600	A
155	Fruitridge Rd	65th St	Florin Perkins Rd	Arterial - Moderate Access Control	4	15,200	A
156	Fruitridge Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,700	A
157	Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	Major Collector	2	9,100	B
158	T St	Stockton Blvd	59th St	Major Collector	2	2,700	A
159	33rd St	4th Ave	12th Ave	Minor Collector	2	5,300	B
160	Raley Blvd	Bell Ave	I-80	Arterial - Moderate Access Control	4	26,300	C
161	S Watt Ave	US-50	Kiefer Blvd	Arterial - High Access Control	6	42,700	B
162	Florin Rd	Riverside Blvd	Havenside Dr	Arterial - High Access Control	4	7,900	A
163	Florin Rd	Havenside Dr	I-5	Arterial - High Access Control	4	35,400	D
164	Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven dr	Major Collector	4	9,500	A
165	Pocket Rd	Greenhaven dr	Freeport Blvd	Arterial - High Access Control	4	24,500	B
166	43rd Ave	Gloria Dr	13th St	Major Collector	2	6,500	A
167	S Land Park Dr	Windbridge Dr	Florin Rd	Major Collector	2	3,800	A
168	Gloria Dr	Florin Rd	43rd Ave	Minor Collector	2	3,900	A
169	Greenhaven Dr	Gloria Dr	Florin Rd	Major Collector	2	6,600	A
170	Freeport Blvd	Pocket Rd	South City Limits	Arterial - Moderate Access Control	2	5,600	A
171	Freeport Blvd	Florin Rd	Pocket Rd	Arterial - High Access Control	4	12,300	A
172	24th St	Fruitridge Rd	Florin Rd	Major Collector	4	14,000	A
173	24th St	Florin Rd	Meadowview Rd	Major Collector	4	13,800	A
174	Meadowview Rd	Freeport Blvd	Brookfield Dr	Arterial - Moderate Access Control	4	25,300	C
175	Florin Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	34,100	E
176	43rd Ave/Blair Ave	13th St	Freeport Blvd	Arterial - Low Access Control	2	7,700	A
177	47th Ave	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	22,600	B

Segment				Functional Classification	Lanes	Volume	LOS
ID	Name	From	To				
178	Franklin Blvd	Fruitridge Rd	47th Ave	Arterial - Moderate Access Control	4	14,200	A
180	Stockton Blvd	Florin Rd	Mack Rd	Arterial - Moderate Access Control	4	26,500	C
181	65th St	14th Ave	Fruitridge Rd	Arterial - High Access Control	4	24,400	B
182	65th Ex	Elder Creek Rd	Stockton Blvd	Arterial - High Access Control	4	17,300	A
183	Power Inn Rd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,100	B
184	S Watt Ave	Kiefer Blvd	Jackson Hwy	Arterial - Moderate Access Control	4	31,500	D
185	Florin Rd	Franklin Blvd	SR-99	Arterial - High Access Control	6	40,600	B
186	Florin Rd	SR-99	65th St	Arterial - High Access Control	6	55,200	E
187	Florin Rd	65th St	Stockton Blvd	Arterial - High Access Control	6	29,700	A
188	Florin Rd	Stockton Blvd	Power Inn Rd	Arterial - High Access Control	4	23,300	A
189	Florin Rd	Power Inn Rd	Florin Perkins Rd	Arterial - Moderate Access Control	4	21,200	A
190	Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	Arterial - Moderate Access Control	4	23,300	B
191	Elder Creek Rd	Florin Perkins Rd	Hedge Ave	Arterial - Moderate Access Control	2	6,100	A
192	Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	Arterial - Moderate Access Control	4	19,900	A
193	Florin Perkins Rd	Elder Creek Rd	Florin Rd	Arterial - Moderate Access Control	4	19,100	A
194	Mack Rd	Meadowview Rd	Franklin Blvd	Arterial - High Access Control	4	24,100	B
195	Mack Rd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	4	29,600	C
196	Mack Rd	Center Pkwy	Stockton Blvd	Arterial - High Access Control	4	26,000	B
197	Center Pkwy	Tangerine Ave	Mack Rd	Arterial - Moderate Access Control	2	6,200	A
198	Center Pkwy	Mack Rd	Bruceville Rd	Arterial - Moderate Access Control	4	7,000	A
199	Valley Hi Dr	Franklin Blvd	Center Pkwy	Major Collector	2	9,900	C
200	Valley Hi Dr	Center Pkwy	Mack Rd	Arterial - Moderate Access Control	4	20,300	A
201	Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	Arterial - Moderate Access Control	4	16,900	A
202	Bruceville Rd	Consumnes River Blvd	Calvine Rd	Arterial - High Access Control	6	32,300	A
203	Franklin Blvd	Village Wood Dr	Big Horn Blvd	Arterial - High Access Control	4	18,800	A
204	Franklin Blvd	Mack Rd	Turnbridge Dr	Arterial - High Access Control	4	22,300	A
205	Franklin Blvd	47th Ave	Turnbridge Dr	Arterial - Moderate Access Control	4	26,800	C
206	Stockton Blvd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,200	B
207	65th Ex	Stockton Blvd	Florin Rd	Arterial - Moderate Access Control	4	18,700	A
208	Power Inn Rd	Florin Rd	Elsie Ave	Arterial - Moderate Access Control	4	30,900	D
210	47th Ave	Franklin Blvd	SR-99	Arterial - High Access Control	6	33,800	A
211	47th Ave	SR-99	Stockton Blvd	Arterial - Moderate Access Control	4	33,900	E
212	Franklin Blvd	Mack Rd	Village Wood Dr	Arterial - High Access Control	4	22,400	A
254	Elkhorn Blvd	SR-99	E Commerce Way	Arterial - Moderate Access Control	2	15,300	D
257	Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	Arterial - Moderate Access Control	4	29,700	D
258	Folsom Blvd	US-50	Howe Ave	Arterial - Moderate Access Control	4	22,400	B
8	Del Paso Rd	Gateway Park Blvd	Northgate Blvd	Arterial - Moderate Access Control	4	17,800	A
260	Cosumnes River Blvd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	2	16,200	D
261	Freeport Blvd	21st St	Sutterville Rd (N)	Arterial - Moderate Access Control	4	17,500	A
262	Freeport Blvd	Broadway	21st St	Major Collector	2	9,800	B
263	Land Park Dr	Vallejo Way	13th Ave (S)	Major Collector	2	7,800	A
264	Land Park Dr	13th Ave (S)	Sutterville Rd	Major Collector	2	7,100	A
265	Riverside Blvd	7th Ave	Sutterville Rd	Major Collector	2	9,500	B
266	Riverside Blvd	2nd Ave	7th Ave	Major Collector	2	10,900	C
267	24th St	Donner Way	Sutterville Rd	Major Collector	4	2,000	A
268	Sutterville Rd	Freeport Blvd	Sutterville Bypass	Arterial - Moderate Access Control	4	24,800	B
269	5th St	Broadway	Vallejo Way	Minor Collector	2	4,200	A
270	Broadway	5th St	Riverside Blvd	Arterial - Moderate Access Control	3	9,700	A
271	Elder Creek Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,300	A
272	Richards Blvd	N 7th St	N 12th St	Arterial - Moderate Access Control	4	16,900	A
273	12th St	Richards Blvd	D St	Arterial - One Way Moderate Access Control	4	19,000	A
274	16th St	Richards Blvd	I St	Arterial - One Way Moderate Access Control	4	24,100	B
275	N 7th St	Richards Blvd	B St	Major Collector	2	5,700	A
276	Florin Rd	I-5	Freeport Blvd	Arterial - Moderate Access Control	4	33,400	E
277	Cosumnes River Blvd	Center Pkwy	SR-99	Arterial - High Access Control	2	16,200	D
278	Garden Hwy	Orchard Ln	Gateway Oaks Dr	Arterial - High Access Control	2	16,300	D
279	J St	7th St	10th St	Arterial - One Way Low Access Control	3	16,700	C
280	J St	10th St	16th St	Arterial - One Way Low Access Control	3	18,000	C
281	P St	16th St	9th St	Arterial - One Way Low Access Control	3	7,900	A
282	P St	9th St	2nd St	Arterial - One Way Low Access Control	3	8,200	A
283	Franklin Blvd	5th Ave	Sutterville Rd	Arterial - Low Access Control	2	8,800	A
284	J St/Fair Oaks Blvd	H St	Howe Ave	Arterial - Moderate Access Control	4	5,100	A
285	Folsom Blvd	Jackson Hwy	S Watt Ave	Arterial - Moderate Access Control	4	14,100	A
286	Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	Arterial - Moderate Access Control	4	23,400	B
287	Freeport Blvd	Fruitridge Rd	Florin Rd	Arterial - High Access Control	4	16,200	A
288	Garden Hwy	I-5	Truxel Rd	Arterial - High Access Control	2	31,000	F
289	Garden Hwy	Truxel Rd	Northgate Blvd	Arterial - High Access Control	2	41,400	F
290	Norwood Ave	I-80	Silver Eagle Rd	Arterial - Moderate Access Control	4	16,100	A
301	SR-99	W Elkhorn Blvd	I-5/SR-99 Interchange	Freeway	4	50,900	C
302	I-5	I-5/SR-99 Interchange	Arena Blvd	Freeway	6	132,000	F
303	I-5	Arena Blvd	I-5/I-80 Interchange	Freeway	8	148,500	D
304	I-5	I-5/I-80 Interchange	W El Camino Ave	Freeway	6	103,300	D
305	I-5	W El Camino Ave	Richards Blvd	Freeway	8	179,900	F
306	I-5	Richards Blvd	J St	Freeway	8	179,300	F
307	I-5	J St	I-5/I-80 Business & US 5	Freeway	7	173,300	F
308	I-5	I-5/I-80 Business & US-50 Interchange	Sutterville Rd	Freeway	8	109,700	C
309	I-5	Sutterville Rd	43rd Ave	Freeway	8	135,800	D
310	I-5	43rd Ave	Florin Rd	Freeway	8	89,900	C
311	I-5	Florin Rd	City Limits	Freeway	6	75,700	C
312	SR-99	SR-99/I-80 Business/US-50 Interchange	Fruitridge Rd	Freeway	7	209,500	F
313	SR-99	Fruitridge Rd	47th Ave	Freeway	6	151,000	F
314	SR-99	47th Ave	Mack Rd	Freeway	6	171,000	F

Segment				Functional Classification	Lanes	Volume	LOS
ID	Name	From	To				
315	SR-99	Mack Rd	Sheldon Rd	Freeway	6	96,800	D
316	I-80	Garden Hwy	I-5/I-80 Interchange	Freeway	6	81,300	C
317	I-80	I-5/I-80 Interchange	Northgate Blvd	Freeway	6	139,000	F
318	I-80	Northgate Blvd	Watt Ave	Freeway	6	142,000	F
319	US-50/I-80 Business	I-5/US-50 & I-80 Business Interchange	SR-99/US-50/I-80 Business Interchange	Freeway	10	252,000	F
320	US-50	SR-99/US-50/I-80 Business Interchange	65th St	Freeway	8	229,200	F
321	US-50	65th St	S Watt Ave	Freeway	8	174,200	F
322	I-80 Business	SR-99/US-50/I-80 Business Interchange	J St	Freeway	7	114,800	D
323	I-80 Business	J St	SR-160 Interchange	Freeway	6	166,800	F
324	I-80 Business	SR-160 Interchange	El Camino Ave	Freeway	7	159,500	F
325	I-80 Business	El Camino Ave	Marconi Ave	Freeway	7	149,300	F
326	I-80 Business	Marconi Ave	Fulton Ave	Freeway	6	133,200	F
327	I-80 Business	Fulton Ave	City Limits	Freeway	6	139,100	F
328	SR-160	Richards Blvd	Business 80 Interchange	Freeway	4	35,400	B

APPENDIX B:

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6.3 CULTURAL RESOURCES: APPENDIX

■ HISTORIC CONTEXTS – SUMMARY

In support of the 2035 Sacramento General Plan Update, context statements were prepared for the following four topics, which represent important themes in the history of Sacramento:

- Agricultural Industry;
- State Government;
- Railroads; and,
- World War II, Transportation, and Redevelopment.

The themed historic context statements present an overview of Sacramento’s history with a specific emphasis on patterns that contributed to the City’s physical development. The purpose of the statements is to support the identification and evaluation of historic properties within the city.

It is important to note that topics and events described within the themed context statements may be described or covered in more than one theme because the themes are very closely interrelated. The context statements, therefore, include references to other themes that may cover a topic in greater depth.

While it was possible to cover quite a bit of Sacramento’s history and development through these themed contexts, they in no way represent an exhaustive evaluation of the context. Subcontexts within each will also require additional research and evaluation. Nor do these contexts represent the entire history of the City and its development; rather, these context statements serve as an umbrella document under which more subcontexts and other detailed project-level research and review may occur. Additionally, the four contexts are somewhat focused on the central core of the city. Additional research is required to better contextualize the development of Sacramento outside the central city.

Sources

The majority of the research in these contexts is based on secondary sources.

Local repositories used for primary source research include the Center for Sacramento History for sources informing all aspects of this context and the California State Library for records related to redevelopment of the Capitol area. Some of the maps, images, and documents from the Center for Sacramento History—especially those pertaining to agriculture and transportation—are available online at <http://sacramentohistory.org/>.

The themed context statements also include a number of current and historic images of Sacramento. Many of the historic images were gathered from secondary sources, which are cited in the image caption. The inclusion of these historic images is intended to be consistent with the “fair use” policies of the U.S. Copyright Office, which states that reproductions used for “criticism, comment, news reporting, teaching (including multiple copies for classroom use), scholarship, or research, is not an infringement of copyright.”¹ It is also worth noting that unless specific measures have been taken to renew image copyrights, all published works made prior

¹ United States Copyright Office, “Reproduction of Copyrighted Works by Educators and Librarians,” rev. (Washington, DC: U.S. Copyright Office – Library of Congress, 2009).

to 1923 are now in the public domain.² This report has been prepared expressly as a scholarly research document, and the inclusion of these images is needed for illustrating historic events and development patterns for which few, if any, alternative images are available.

Significance and Registration Requirements

Historic context statements require the identification of attributes, historical associations, and levels of integrity that are necessary to list members of property types in the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register of Historic & Cultural Resources. In all Registers – local, state and national, particularly in the local and national registers – generally the 50-year “base line” or threshold age of the property must be met to consider its significance. Properties less than 50 years old exhibiting exceptional significance may be considered for their eligibility. The National Register can list properties that are significant at the local, state/region, or national level. National Historic Landmarks are properties with the highest significance to the nation. They must be of “exceptional value in representing or illustrating an important theme in the history of the nation.”³

Significance

There are four criteria under which a structure, site, building, district, or object can be determined eligible for listing in the **National Register**. These four criteria are:

Criterion A (Event): Properties associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B (Person): Properties associated with lives of persons significant in our past;

Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.

Similarly, there are four criteria under which a structure, site, building, district, or object can be determined eligible for listing in the **California Register**. These four criteria are:

Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.

² Peter B. Hirtle, “Copyright Term and the Public Domain in the United States as of January 1,” *Cornell Copyright Information Center* (2011), accessed 1 September 2011, <http://copyright.cornell.edu/resources/docs/copyrightterm.pdf>.

³ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (1997), 10.

Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Lastly, there are six criteria under which a structure, site, building, district or object can be determined eligible for listing in the **Sacramento Register**. These criteria are:

- i. **(Events)** It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
- ii. **(Persons)** It is associated with the lives of persons significant in the city's past;
- iii. **(Architecture)** It embodies the distinctive characteristics of a type, period or method of construction;
- iv. **(typically Architecture)** It represents the work of an important creative individual or master;
- v. **(typically Architecture)** It possesses high artistic value; or,
- vi. **(Information Potential)** It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation.

Integrity

Once a resource has been identified as being potentially eligible for listing in any of these Registers, its historic integrity must be evaluated. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling and association. In order to be eligible for listing, these aspects must closely relate to the resource's significance and generally must be intact. These aspects are defined as follows:

- Location is the place where the historic property was constructed.
- Design is the combination of elements that create the form, plans, space, structure and style of the property.
- Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.
- Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

The process of determining integrity is similar for the Sacramento, California and the National Registers, although there is a critical distinction between the California and National registers, and that is the degree of integrity that a property can retain and still be considered eligible for listing. According to the California Office of Historic Preservation:

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant or historical information or specific data.

For the Sacramento Register, integrity is to be judged with reference to the particular criterion or criteria for which the property is eligible, and the property would need to retain integrity of location, design, setting, materials, workmanship and association.

■ **AGRICULTURAL CONTEXT STATEMENT**

The Sacramento Valley has long been identified by the wealth of its natural resources and as a major agricultural production region in the United States. The California Department of Transportation's "Historical Context and Archaeological Research Design for Agricultural Properties in California" describes the region geographically and agriculturally:

The Sacramento Valley is part of the Great Central Valley, which is approximately 500 miles long and forty miles wide, and lies betwixt the Coast Ranges and the Sierra Nevada. The Central Valley "is generally regarded as the richest agricultural valley in the world."⁴ The principal counties in the Sacramento Valley include Glenn, portions of Butte, Colusa, Yolo, Solano, Yuba, Sutter, and Sacramento... Cooler winters, higher rainfall, and less productive soils characterize the Sacramento Valley in comparison to the San Joaquin Valley, which lies immediately to the south beginning in San Joaquin County.

The Sacramento Valley, historically, served as the center of wheat production in the state...California ranked second in the nation in wheat production by 1889. However, barley and alfalfa, much of it grown in the Sacramento Valley, surpassed wheat by 1900.⁵ ...Reclamation activities along the Sacramento River resulted in the construction of huge levees to create rich, productive cropland. Wheat, corn, alfalfa, dry beans, sunflowers, safflower, rice, almonds, peaches, pears, prunes, and walnuts are important crops grown in the valley. Rice, a major export crop, first grew in the Sacramento Valley in 1906, and local varieties were soon developed.⁶

Sacramento served as the commercial hub for this fertile valley. While produce was cultivated primarily in the territories surrounding the City of Sacramento, Sacramento itself developed into an important center of trade, government, and industry, and it was in the city that produce was prepared, packaged, and shipped to locations near and far.

⁴ Warren E. Johnston, "Cross Sections of a Diverse Agriculture: Profiles of California's Agricultural Production Regions and Principal Commodities," in *California Agriculture Issues and Challenges*, edited by Jerry Siebert (Berkeley: Division of Agriculture and Natural Resources, University of California, Giannini Foundation, 1997), 72.

⁵ Warren P. Tufts, "The Rich Pattern of California Crops," in *California Agriculture*, ed. Claude B. Hutchinson (Berkeley: University of California, 1946), 114.

⁶ Tufts, "The Rich Pattern of California Crops," 117; California Department of Transportation, "A Historical Context and Archaeological Research Design for Agricultural Properties in California," 27-8.

Themes related to the history of agriculture in Sacramento include the changing land uses and agricultural production methods which reflected the demand for Sacramento Valley produce from the nation and beyond; the establishment of numerous manufacturing operations which stimulated the economy and increased the city's population; and the influx of laborers who came to Sacramento to work on the region's farms and in the city's many manufacturing plants, and established ethnic communities.

Early Agricultural Activities

In 1839, Swiss immigrant John Sutter arrived in the coastal port of Monterey where he approached the Mexican Governor of California, Juan Bautista Alvarado, about starting a settlement in the Sacramento River Valley. The idea appealed to Alvarado, who felt that settling the area could help quell the ongoing problem with horse rustling by the Native Americans.⁷

If Sutter became a Mexican citizen, Alvarado agreed to allow him to be eligible to receive a grant of land. Using both European and Native American laborers, Sutter soon built an adobe house, while also commencing work on the construction of a fort located about a mile from the American River. In 1840, Sutter became a Mexican citizen and received a grant for 48,827 acres of land—more than 75 square miles. It stretched from an area about four miles south of Sutter's Fort (establishing the general route that Sutterville Road follows today) and north to what is today Sutter Buttes.⁸ Sutter called his settlement "New Helvetia" (or New Switzerland) in honor of his homeland.

Initially, Sutter experienced a tense relationship with the local Native Americans, but in time he learned to use a combination of trade goods, diplomacy, and force to exert tight control over the Native population. With their labor, New Helvetia grew to include vast herds of cattle and horses by the mid-1840s. Sutter also recognized the potential of the region for agriculture, and used water from the American River to irrigate fields of wheat tended by Native ranch hands.⁹ In this sense, Sutter pioneered techniques as both a rancher and farmer that would eventually see the Central Valley become one of the most productive agricultural areas in the world. As the settlement prospered, it also became a way station for American immigrants arriving overland through the Sierra Nevada. Though the number of new arrivals was initially modest, they grew exponentially.

Discovery of gold at Sutter's Mill in 1848 created a demand for goods the area had not seen before. The Sacramento Valley Railroad, completed in 1856, connected Sacramento to Folsom. Goods were transported to Folsom and then packed up to the mines of the Sierra Nevada.¹⁰ (See **Railroad Context**). The marriage of the Sacramento's transportation access, agricultural richness, and available consumers led to a growing canning industry in Sacramento. The transportation logistics, and, to a lesser extent, the economic effects of the Nevada gold and silver rushes, are described in an early 20th-century history of the canning industry:

...the great discoveries in Nevada, the opening of the mines, and the development of the Com-stock [sic] lode in Virginia City, Nevada, resulted in active demand for all California

⁷ Albert L. Hurtado, *John Sutter: A Life on the North American Frontier* (Norman: University of Oklahoma Press, 2006), 55.

⁸ Mark Eifler, *Gold Rush Capitalists: Greed and Growth in Sacramento* (Albuquerque: University of New Mexico Press, 2002) 151.

⁹ Hurtado, *John Sutter*, 157.

¹⁰ Kenneth N. Owens, "River City: Sacramento's Gold Rush Birth and Transfiguration," in *River City and Valley Life: An Environmental History of the Sacramento Region*, ed. Christopher J. Castaneda and Lee M.A. Simpson (Pittsburgh, PA: University of Pittsburgh Press, 2013), 47

canned foods packed [canned goods]. In those days, before railroad communications were opened, the goods had to be taken by boat from San Francisco via the Sacramento River to Sacramento, and from there carried by railroad as far as Folsom, then by pack mules and teams, across the Geiger Pass to Nevada points, including the Comstock... Nevada produced nothing, and could not supply any of its wants from the East, as the railroad was not yet open, so these sections were entirely dependent upon San Francisco for their food supplies.¹¹

The goods were offloaded from river boats at the embarcadero on the Sacramento River to nearby rail lines transportation, generally along Front Street which ran parallel to the river (See Figure 1).

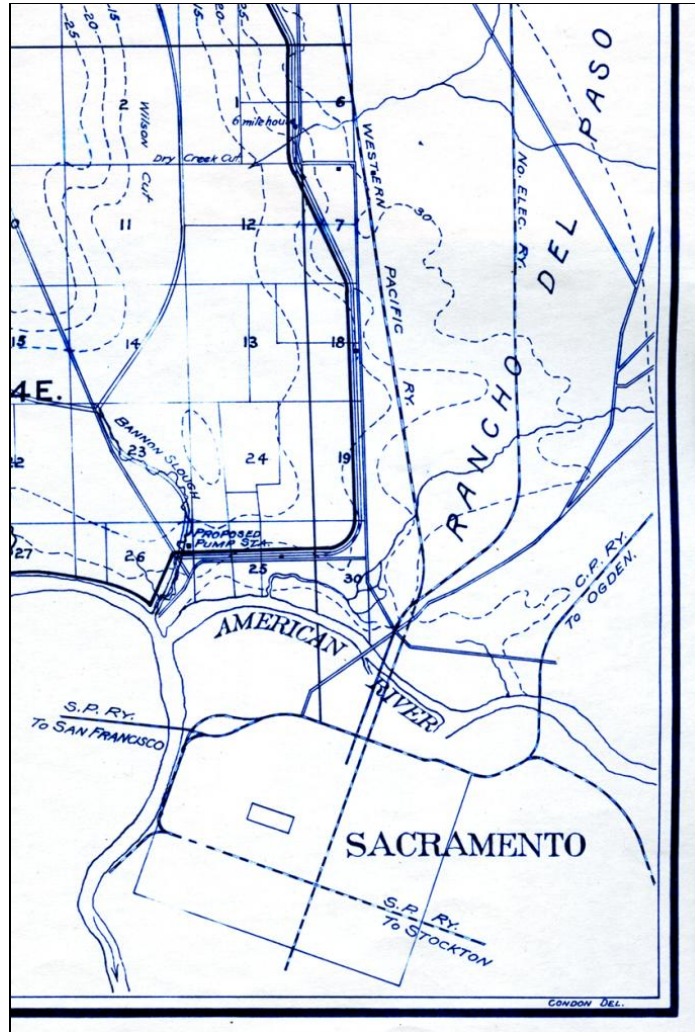


Figure 1. Selection from Map of American Basin to Accompany Report on Its Reclamation, 1907 [Center for Sacramento History, Natomas Company Collection, 1981-037-4825]. Although this map dates to 1907, the relation of the rail lines, the Sacramento and American Rivers, and the town is essentially the same as when the system was completed in 1869.

The Flood of 1861-1862 was essentially two floods. The first struck in December of 1861, and flooding continued into 1862. A large region, including California, Oregon, and Nevada, were

¹¹ Isidor Jacobs, "The Rise and Progress of the Canning Industry in California," in Arthur I. Judge, ed., *A History of the Canning Industry by Its Most Prominent Men* (Baltimore, MD: The Canning Trade, 1914), 31.

affected by the floods. The impact on California's economy was most dire. The state suffered the destruction of nearly a quarter of its real estate – the primary source of state income, drowning hundreds of thousands of cattle, sheep, and lambs. This disaster and its toll on livestock ultimately helped shift the state's economy from mining and ranching to farming.¹²

Both as a flood control measure and to reclaim agricultural land, between 1860 and 1880, thousands of predominantly Chinese laborers constructed levees in the delta, rendering the swampland suitable for agriculture. Charters were granted to railroad companies, granting them waterfront land with the understanding that the benefitting railroad companies would construct new levees or improve those already in existence.¹³ Following the construction of the levees, many Chinese remained in the area, working in canneries or as sharecroppers while some were able to purchase their own small plots of land. By 1970, Chinese made up 45 percent of all Sacramento County farm labor. Between 1879 and 1882, however, severe anti-Chinese laws resulted in discrimination and violence against Chinese immigrants. During a national economic depression in the 1890s, Chinese began to be “shipped out” en masse, most notably from the Sacramento and San Joaquin River valleys despite having been a critical and inexpensive labor force in the construction of railroads, agricultural levees, and as farm hands.¹⁴

The first Transcontinental Railroad was completed in 1869, when Union Pacific and Central Pacific lines met at Promontory Point, outside of Salt Lake City, Utah. The line's first western terminus was in Sacramento at Front Street and K Street, where the eastward construction had begun in 1862. Sacramento had been increasing in prominence, influence, and population, and became a major hub for transportation in California and the West Coast. During the 1870s, California's agriculture industry shifted from primarily grain cultivation to the production of fruit and hops.¹⁵ The demand for Sacramento County's produce from distant regions increased with its accessibility to refrigerated railroad cars, which were invented in the 1860s and were being used in Sacramento by 1886 (see **Railroads Context**).

Hydraulic mining in the Sierra Nevada introduced an assortment of problems to the larger Sacramento Valley region, including floods caused partly by building deposits of mining debris, which was filling streams and riverbeds, impeding river navigation and the delivery of water downstream. In 1884, hydraulic mining was prohibited, and it was determined that such operations “must give way to the paramount public interest in navigation and commerce and to the burgeoning commercial and agricultural development in the Sacramento Valley.”¹⁶ The creation of public irrigation districts in California was authorized by the Wright Act of 1887. This profoundly affected the Sacramento Valley, and irrigation developments continued into the twentieth century.

In the coming decades, Sacramento County earned a reputation as one of the most fertile regions in the United States. The State Agricultural Society described Sacramento's strategic position as the commercial hub for its fertile hinterlands:

¹² John D. Newbold, “The Great California Flood of 1861-1862,” *San Joaquin Historian* 5, no. 4 (Winter 1991), 2-3.

¹³ Richard Orsi, “Railroads and the Urban Environment: Sacramento's Story,” in *River City and Valley Life: An Environmental History of the Sacramento Region*, ed. Christopher J. Castaneda and Lee M.A. Simpson (Pittsburgh, PA: University of Pittsburg Press, 2013), 81-6.

¹⁴ “Sacramento Delta Blues: Chinese Workers and the Building of the California Levees, 1860-1880,” *Revolutionary Worker Online*, 1997, accessed 16 February 2011, <http://www.revcom.us/a/firstvol/890-899/894/chines.htm>.

¹⁵ James Gerber and Lei Guang, *Agriculture and Rural Connections to the Pacific, 1500-1900* (Burlington, VT: Ashgate Publishing Co., 2006), 250.

¹⁶ Ellen Hanak, *Managing California's Water: From Conflict to Reconciliation* (San Francisco: Public Policy Institute of California, 2011), 27.

Sacramento City, by reason of natural advantages, geographical relations to various producing sections, and admirable transportation facilities, deservedly bears the reputation of being the largest fruit and vegetable shipping point in the State. It is the recognized outlet for the products of Northern California. Within the borders of Sacramento County every character and variety of agricultural, horticultural, and viticultural products thrive, and in abundance; their excellence commands universal and unlimited demand from many portions of the civilized world.¹⁷

In 1901, the City of Sacramento was publicized as “the center and metropolis of the richest portion of the State, the heart of a vast railroad system, the point from which steamers pass to the north and to the south, and with unlimited water and electrical power at her very doors, [presenting] advantages in manufactures equaled by no other city on the coast.”¹⁸ Some of the biggest manufacturing plants in Sacramento packed, canned, and bottled food and drink made from farm products imported from fertile lands along the Sacramento River, and then shipped elsewhere by rail or river. Including the manufactures of packing crates and cans, the preparation and exportation of non-perishables was one of Sacramento’s most lucrative businesses leading up to the Second World War.

Uses of the Land

Subcontexts/Themes Not Included in This Evaluation

- Broad Patterns of Development
Incredibly important to Sacramento’s history is the city’s transition from farm land into developed land. The history of this pattern of development, along with related property types, features, and characteristics, needs further research, evaluation, and documentation.

According to a map published in 1894, the primary uses of the soil in Sacramento County were the cultivation of grains (including wheat and barley) and grazing land, with approximately 140,000 acres devoted to each. Nearly 200,000 acres were reserved for farming fruits, nuts, vegetables, legumes, and hay. 80,000 acres along the Sacramento River found to the north and south of the city remained unreclaimed swampland (see Figures 2 and 3). The rest of the land along the river, between the city of Sacramento and Sherman Island—located at the confluence of the Sacramento and San Joaquin Rivers—housed orchards. Important commercial crops grown around the turn of the twentieth century included oranges, lemons, pomegranates, olives, persimmons, various figs, almonds, walnuts, peanuts, corn, various beans, potatoes, licorice, sugar beets, wheat, barley, oats, peas, tomatoes, asparagus, cauliflower, radishes, celery, and lettuce. The County’s bountiful crops were fed by an “unlimited and inexhaustible” supply of water.¹⁹

¹⁷ Winfield Davis, “Sacramento County,” in *Transactions of the California State Agricultural Society during the Year 1901*(Sacramento: Office of State Printing, 1903), 326.

¹⁸ Davis, “Sacramento County,” 334.

¹⁹ Davis, “Sacramento County,” 322-325.

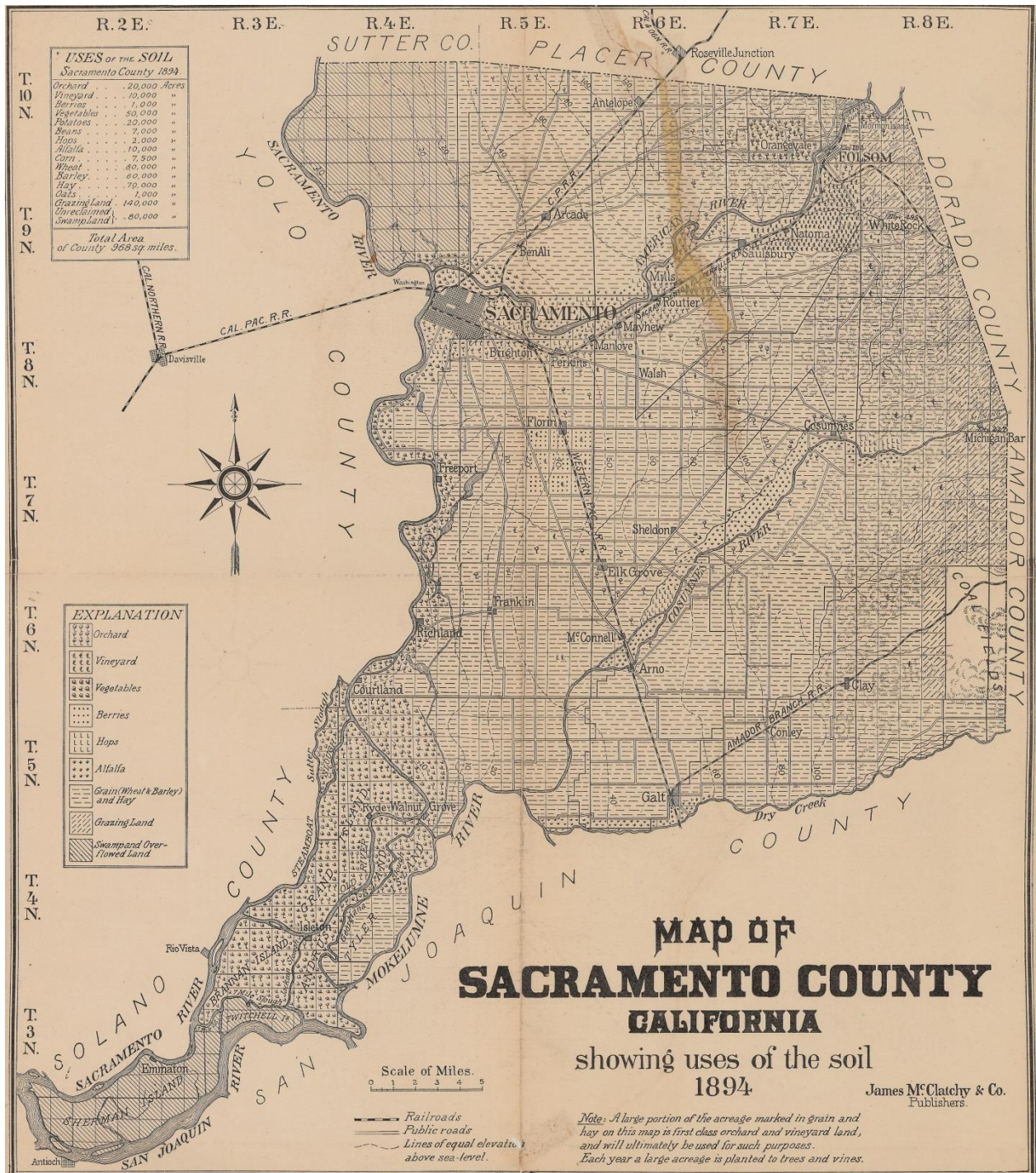


Figure 2. Selection and key from Map of Sacramento County California Showing Uses of the Soil, 1894 (James McClatchy and Company, 1894). [Center for Sacramento History, Ed Beach Collection, 1985/152/284].

Land Use	Acres
Grazing	140,000
Unreclaimed/Swampland	80,000
Wheat	80,000
Corn	75,000
Hay	70,000
Barley	60,000
Vegetables	50,000
Potatoes	20,000
Orchard	20,000
Vineyard	10,000
Alfalfa	10,000
Beans	7,000
Hops	5,000
Oats	1,000
Berries	1,000

Figure 3. Source: *Map of Sacramento County California Showing Uses of the Soil, 1894.*

These uses of land are reflected in the prevailing transportation modes used, and in the variety and concentrations of agriculture- and horticulture-related industries located in the City of Sacramento around the turn of the twentieth century. The 1895 Sanborn-Perris Map Company fire insurance map shows eight nurseries and conservatories, several of which were clustered on or around 3rd and 11th Streets. Other chief businesses, including flour mills, dairies, and stock yards, were primarily located either along the riverfront, along the rail lines, or what were then the outskirts of the city. The Pioneer Mills Sperry Flour Company was located on First Street wharf at the Sacramento River, the Sacramento Flour Mills was located on Front Street between Capitol Avenue and L, and the Phoenix Milling Company Flour Mill stood at J and 13th Streets. Two dairies were located at T and 22nd Streets near the R Street rail corridor, and the Milk Depot stood at D and 16th Streets. Finally, a large Southern Pacific stock yard was located at C and 15th Streets, and the large Mohr and Yoerk Stockyard and slaughterhouse stood 2 miles southeast of the post of the post office, which in 1895 was located at 7th and K Streets.

The 1894 soil use map also illustrates “the frontage of the Sacramento River [as] an almost continuous line of orchards.”²⁰ This river orchard belt was extremely productive. Orchard owners shipped their produce on the levee adjacent to their orchard. A *Sacramento Bee* publication about Sacramento’s fruit producers described the process of moving produce from the farm to the city:

A shed stands close to the water’s edge in each of the orchards. Here the fruit is packed and shipped on steamboats which ply daily between Sacramento and San Francisco during the entire season. The advantage of such an arrangement, not only in the saving of expense but also in avoiding the jolting of the fruit in wagons on roads, is obvious to even the least reflecting persons.²¹

The Pocket/Greenhaven

Along the orchard belt was a district known today as the Pocket or Greenhaven Areas of Sacramento, located near the current southwestern city limits and so named because of its

²⁰ Davis, “Sacramento County,” 322-5, 332.

²¹ *Where California Fruits Grow: Resources of Sacramento County, A Souvenir of the Bee* 2nd ed. (Sacramento: H.S. Crocker Co., 1895), 43.

location in a large bend—or pocket—of the Sacramento River. The area was settled in the 1850s by Portuguese farmers; sizable Portuguese and Japanese populations developed there. Initially, settlers constructed shoestring levees to protect their property. A history of California’s riparian systems describes the early shoestring levees of the Sacramento Delta as “hand-built from blocks of sod from island interiors... low earthen mounds, resembling natural alluvial levees, and afforded little protection from flooding.”²² By about 1895, a formal reclamation system had been adopted for the area and some settlers were employed building levees along the Sacramento River. Produce was loaded onto steamboats, typically from the Freeport Ferry located about four miles south along the levee, and many farmers delivered their fruits, vegetables, nuts, eggs, and dairy products to merchants in the city.²³

In addition to numerous farms and ranches, several dairies, alfalfa fields, and a brickyard of the Sacramento Brick Company (situated on Riverside Road, now Riverside Boulevard) were also located in the Pocket. Homesteads typically included two-story residences with staircases and main entries on the upper level so that the occupants could escape periodic, devastating floods.²⁴ The area’s agricultural character practically disappeared when the Pocket was annexed by the City of Sacramento in 1959 and developed into a suburban riverfront community (see **Post-World War II, Transportation, and Redevelopment Context**).²⁵ Although the land has been mostly subdivided and developed, several historic buildings once associated with the agricultural identity of the Pocket remain, including enclaves of residential buildings located on Park Riviera Way and Pocket Road.²⁶

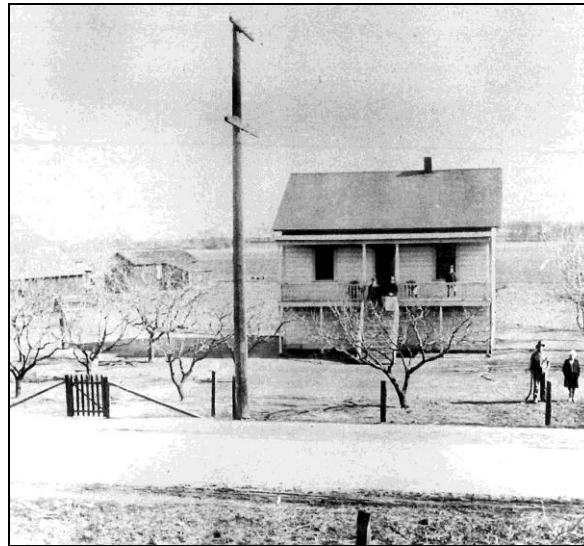


Figure 4. A typical homestead, this one belonging to the Machado family, ca. 1915. Outbuildings can be seen in the left background. Source: *Images of America: Sacramento Greenhaven/Pocket Area*, 54. Courtesy of the Portuguese Historical and Cultural Society.

²² Nona B. Dennis et al., “Riparian Surrogates in the Sacramento/San Joaquin Delta and Their Habitat Values,” in *California Riparian Systems: Ecology, Conservation, and Productive Management*, ed. Richard E. Warner and Kathleen M. Hendrix (Berkeley: University of California Press, 1984), 570.

²³ *Where California Fruits Grow*, 29, 43.

²⁴ Carol Ann Gregory, *Images of America: Sacramento’s Greenhaven/Pocket Area* (San Francisco: Arcadia Publishing, 2005), 37, 51.

²⁵ Gregory, *Sacramento’s Greenhaven/Pocket Area*, 7-8.

²⁶ Gregory, *Sacramento’s Greenhaven/Pocket Area*, 51-66, 99-127.

Reclamation Efforts

Between 1850 and 1893, Sacramento experienced ten major floods. Debris from hydraulic mining in the Sierra Nevada resulted in rising riverbeds and more severe flooding. Floods in 1907 and 1909 helped build momentum behind a public works project to stop the flooding. A report by U.S. Army Corps of Engineers Captain Thomas H. Jackson titled “Reports on the Control of Floods in the River Systems of the Sacramento Valley and the Adjacent San Joaquin Valley, California,” (also known as the Jackson Report) recommended a series of bypasses, levees, and weirs to channel water from North of Colusa to two hundred miles South to Collinsville. This report became the basis for reclamation efforts in the early 20th century. In 1911 the state passed the Flood Control Act, which adopted the Jackson Report and granted the State Reclamation Board the authority to build levees on the Sacramento River and its tributaries.²⁷

The Natoma Water and Mining Company, developed in 1851 by Amos P. Catlin and A.T. Arrowsmith, led reclamation efforts which resulted in the agricultural development of what is now the Natomas area. The company’s mastery of the water and mining business made “the Natoma Water and Mining Company...one of the most profitable investments in California.”²⁸ Through reclamation efforts, the area was transformed from swampland (See Figure 2) into fertile and productive agricultural land. Reclamation District 1000 was established in 1911. It encompassed over 32,000 acres in Sacramento County and over 21,000 acres in Sutter County. The district was bounded by the Sacramento River to the west, the Cross Canal to the north, Pleasant Grove Creek and Natomas East Main Drainage Canal to the east, and the American and Sacramento Rivers to the south. Natomas Consolidated of California (formerly The Natoma Water and Mining Company) owned 85% of the land that became Reclamation District 1000. The company performed the work of reclamation between 1912 and 1917—repairing, strengthening, and raising levees. This system stands largely intact, and still holds back the floodwaters of the Sacramento River.²⁹ The levees were designed to keep water out of the district in canals designed to collect water until it could be pumped out. Pumping plants pumped the water into the Sacramento River. Once the work of reclamation was complete, an irrigation system was established within the district. With this system of levees and irrigated waterworks in place, Reclamations Districts 1000 and 1001 within the Natomas Consolidated land were primed for agricultural development. The company subdivided its 43,532 acres into 40-acre tracts with irrigation, drainage, and roads for each. The area was successfully marketed as a rich area for farmers. Crops included beans, sugar beets, rice, pumpkins, potatoes, melons, and alfalfa—which was used to support a growing dairy industry in the area. The agricultural nature of Natomas would be eroded by suburban development in the mid-twentieth century (see **Post-World War II, Transportation, and Redevelopment Context**).³⁰

Farm and Agricultural Industry Workers

Subcontexts/Themes Not Included in This Evaluation

- Sacramento’s Farmsteads

²⁷ Karen Wilson, *A Century of Protecting Natomas: The History of Reclamation District 1000, 1911-2011* (Virginia Beach, VA: Donning Company Publishers, 2011), 9-14.

²⁸ Todd Holmes, “Rivers of Gold, Valley of Conquest: The Business of Levees and Dams in the Capital City,” in *River City and Valley Life: An Environmental History of the Sacramento Region*, Christopher J. Castaneda and Lee M.A. Simpson eds. (Pittsburgh, PA: University of Pittsburgh Press, 2013), 124.

²⁹ Wilson, *History of Reclamation District 1000*, 7.

³⁰ Wilson, *History of Reclamation District 1000*, 15-21, 60-65; *Natomas News* Vol. 1. nos. 3-4 (Sacramento: Natomas Consolidated of California, 1911).

The sub-context of Sacramento’s farm owners who lived on their land has not been thoroughly evaluated in this context statement. The history of Sacramento’s small farm owners, as well as related property types, features, and characteristics, needs further research, evaluation, and documentation.

- **Agricultural Industry Worker Housing**
The housing of agricultural workers, including those who went out to the fields each day and those who worked in canneries and factories in the city, have not been thoroughly evaluated in this context statement, beyond the Labor Market area discussed below. Further research, evaluation, and documentation is required.

Itinerant and Immigrant Labor in Sacramento

The discovery of gold by James Marshall at Sutter’s Mill on the South Fork of the American river in Sacramento’s nearby foothills triggered mass migration to the Sacramento region. News of gold attracted immigrants from Hawaii, Mexico, Chile, Peru, Australia, China, France, Germany and other diverse countries. These groups, in addition to Native Americans and people from across the United States, comprised the workforce of the California Gold Rush.³¹ These migrants not only worked in the gold fields, they also worked and lived in Gold Rush towns like Sacramento. Sacramento, strategically located at the confluence of the American and Sacramento Rivers and served by the railroad, served as a regional hub for transportation and shipping. Goods and people were transported from San Francisco to the gold fields of the Sierra Nevada via the Sacramento River (**see Railroad Context**).³² Merchants, service workers, and businesspeople stationed themselves in Sacramento to capitalize on the large population of miners dependent on the town’s services. Not all who came to the Sacramento area during the Gold Rush stayed. Those that did usually worked in industries supported by mining.³³ By the 1860s, grain and lumber mills and canneries were established in Sacramento. Immigrant laborers were used throughout agriculture and its related industries in the Sacramento Valley—picking and transporting crops to market, canning and packing, shipping, and the railroad.³⁴

Laborers, generally travelling to work on foot, settled near the canneries, factories, and rail yards that provided them with jobs. Tenements, hotels, and other lodging lined streets near the waterfront and rail lines where these industries were located (See Figure 5).

³¹ Sucheng Chan, “A People of Exceptional Character: Ethnic Diversity, Nativism, and Racism in the California Gold Rush,” in *Rooted in Barbarous Soil: People, Culture, and Community in Gold Rush California* edited by Kevin Starr and Richard J. Orsi (Berkeley: University of California Press, 2000), 52-6.

³² Robert Phelps, “‘All Hands Have Gone Downtown’: Urban Places in Gold Rush California,” in *Rooted in Barbarous Soil: People, Culture, and Community in Gold Rush California* edited by Kevin Starr and Richard J. Orsi (Berkeley: University of California Press, 2000), 122-23.

³³ Ken Owens, “Begun by Gold: Sacramento and the Gold Rush Legacy after 150 Years,” in *Riches for All: The California Gold Rush and the World* ed. Ken Owens (Lincoln: University of Nebraska Press, 2002), 334-35.

³⁴ Cheryl Anne Stapp, *Sacramento Chronicles: A Golden Past* (Charleston, SC: History Press, 2013), 22.

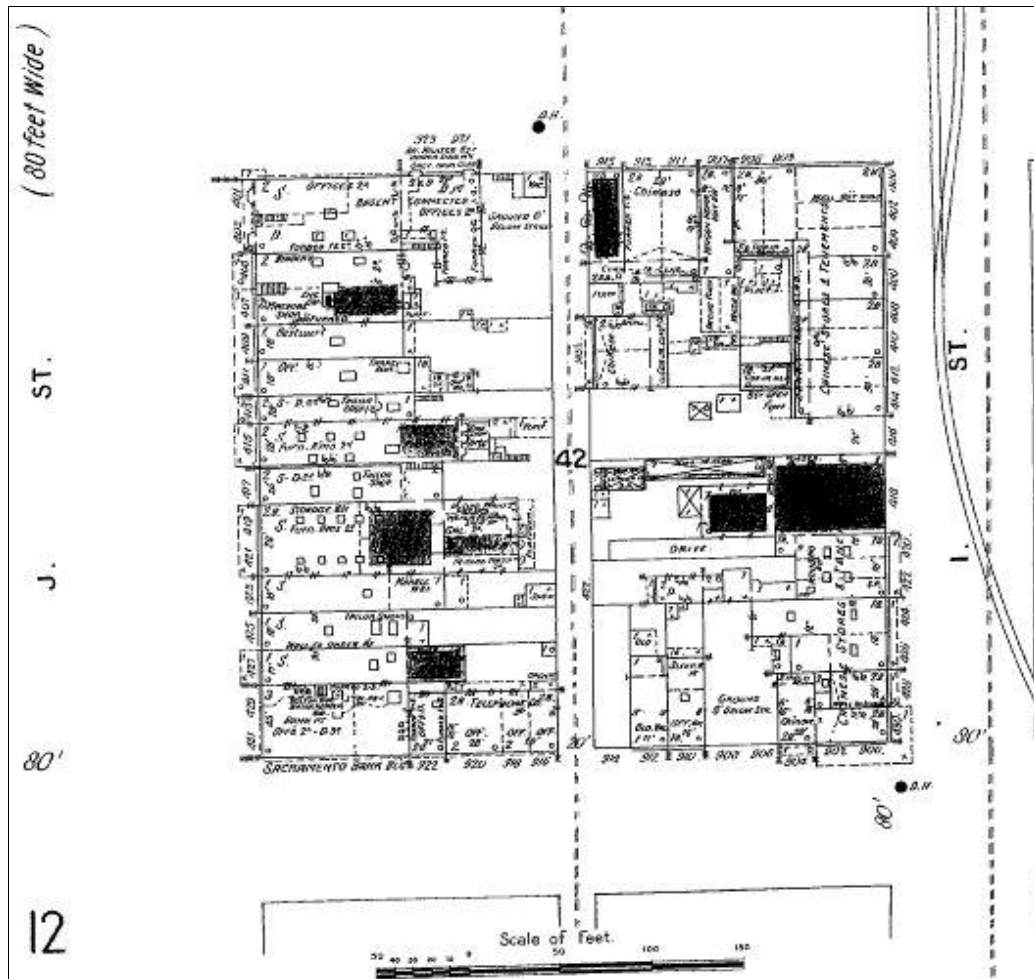


Figure 5. Insurance Maps: Sacramento, California (Sanborn-Perris Map Co., 1895). This selection from an 1895 Sanborn map shows the block between J and I Streets, and 3rd and 2nd Streets. Along 3rd and I Streets are a series of lodgings and tenements, primarily for the Chinese. The people living there most likely worked at the nearby rail yards, canning facilities, and in other auxiliary industries. The Southern Pacific rail yard, two nurseries, multiple grocers, and a fruit packing facility all resided within two blocks of these tenements.

Immigrants who did stay in Sacramento often remained engaged with their ethnic communities. Sacramento had a strong contingent of Irish settlers, many from the eastern United States. The center of Irish life in Sacramento in the 19th century was St. Rose of Lima Church at 7th and K Streets. Germans participated in a social club called the Turn Verein, which gathered in different locations referred to as Turner Hall throughout Sacramento. Sacramento’s Turn Verein found a permanent home in 1925 at 3349 J Street in 1925—the building continues to be used for its original purpose. Sacramento’s early African-American population tended to settle near the African Methodist Episcopal Church. Chinese immigrants, pushed out of the mines by a foreign miners tax, provided services for Sacramento’s growing urban core. They settled along I Street, establishing restaurants, gambling houses, and other businesses—especially laundries.³⁵

Beginning around 1910, California saw a large influx of Mexican immigrants due to the Mexican Revolution. Worsening economic conditions in Mexico and a United States’ labor shortage caused by World War I contributed to continuing immigration.³⁶ Mexican immigrants arrived in

³⁵ Steven M. Avella, *Sacramento: Indomitable City* (San Francisco: Arcadia Publishing, 2003), 43-5.

³⁶ Guadalupe Salinas and Isaias D. Torres, “The Undocumented Mexican Alien: A Legal, Social, and Economic Analysis,” in *Latino Employment, Labor Organizations, and Immigration*, ed. Antoinette Sedillo Lopez (Routledge,

Sacramento County to find work in the booming railroad and agriculture industries. Because of the proximity to the Southern Pacific rail yard and several major canneries, sizeable Mexican populations developed in the West End and Alkali Flat neighborhoods, and by the early 1940s, there were approximately 2,000 Latinos residing in Sacramento.³⁷ At the onset of the Second World War, Congress recognized the shortage of American laborers and arranged for a sponsorship program of Mexican laborers with the Mexican government. It was known as the Bracero (Spanish for “strong arm”) Program. Two separate labor programs were initiated: a railroad program that operated from 1942 until 1945 and an agriculture program that was extended many times by supplemental legislation until 1964, though the agreements covered laborers until 1967.³⁸ The total number of immigrant laborers steadily increased through the 1940s, when nearly half of all Sacramento cannery workers were from Mexico.³⁹ By the end of the Bracero Program in 1964, millions of Mexicans had immigrated to the United States. The 1966 United Farm Workers march from Delano to Sacramento is one of the most significant events of the 20th century labor movement and thousands of Sacramentans took part. The march is significant to California’s and Sacramento’s immigrant labor history and will reach the 50-year threshold in 2016.

The Labor Market Area

The Sacramento riverfront was established as the property of the Central Pacific Railroad (later owned by the Southern Pacific Railroad) following the groundbreaking for the rail yard, shops, and depots in 1863, and the area of the city on the west end of K Street and along the embarcadero became populated by migrant workers hoping to find agricultural and factory labor, or employment at the nearby rail yards and shops (See **Transportation Context**).⁴⁰ In the decades that followed, the residential and commercial area roughly bounded by the Sacramento River, 10th Street, Front to 6th Street, and from I Street and R Street to the M/N Alley, attracted thousands of itinerant laborers who followed seasonal jobs at farms located outside Sacramento as well as on the railroads and in the city’s proliferating factories. This neighborhood, known as Sacramento’s West End or Labor Market Area, was also home to numerous employment agencies that facilitated temporary hiring, homeless shelters, and other social services.⁴¹ The Labor Market was populated predominantly by single male workers, infirm men, and retirees who sought cheap accommodations in residential hotels or boarding houses. Of the numerous buildings that lined the streets, most were on- and two-story frame dwellings and tenements. The Labor Market Area and much of its surrounding larger West End neighborhood was associated with poverty and crime. Various ethnic groups were concentrated there, including Chinese, Japanese, and Mexican communities—most of whom were prohibited from living or owning property elsewhere in the city.⁴² Many Sacramentans considered much of the West End “blighted,” and beginning in the 1940s, various redevelopment projects focused on the West End (see **Post-World War II, Transportation and Redevelopment Context**). Today, the remaining buildings that supported the Labor Market are contained within what is now called Old Sacramento—which is bounded by the Sacramento River, I Street, Interstate 5, and Capitol Mall.

1995), 169-70.

³⁷ City of Sacramento, *Alkali Flat/Mansion Flats Strategic Neighborhood Action Plan* (2005), 7, accessed 4 January 2013, http://www.cityofsacramento.org/dsd/planning/long-range/snaps/documents/Final_SNAP_08_30_05.pdf.

³⁸ Armando Navarro, *Mexicano Political Experience in Occupied Aztlan: Struggles and Change* (Walnut Creek, CA: Alta Mira Press, 2005), 375.

³⁹ Avella, *Sacramento: Indomitable City*, 108.

⁴⁰ William Burg, *Sacramento’s K Street: Where Our City Was Born* (Charleston, SC: The History Press, 2012), 125.

⁴¹ William Burg, “The Big Tomato,” *Midtown Monthly*, 11 March 2011, accessed 20 December 2010, <http://www.midtownmonthly.net/life/the-big-tomato/>.

⁴² Burg, *Sacramento’s K Street*, 126-27, 129.

California State Agricultural Society and the California State Fair

Soon after the Gold Rush, the California Agricultural Society was created by the state legislature, and the organization was permitted to host an annual gathering to exhibit livestock, manufacturing, and agriculture-related industry.⁴³ In the years immediately following the inaugural California State Fair held in San Francisco in 1854, the annual fair and agricultural exposition of the California State Agricultural Society was held in Sacramento, San Jose, Stockton, and Marysville. It returned to Sacramento in 1861, when it became the fair's permanent location.⁴⁴

The state agricultural Society purchased a large plot of land bounded by B, H, 20th, and 23rd Streets for its fairgrounds and constructed the Union Park Racetrack. County exhibits were located at the more centrally-located grand Pavilion at 6th and M Streets. A new exhibition hall was constructed nine blocks to the west in Capitol Park, and this Agricultural Pavilion was in use from 1884 to 1905.⁴⁵ The Racetrack, which hosted livestock events including horse races and later bicycle and automobile races, was considered the fastest and best track in the State, one that is a great favorite with horsemen ambitious to make a record for their stud.⁴⁶ It operated from 1861 until 1904, after which time the land was sold to the Park Realty Company, subdivided, and developed into the Boulevard Park neighborhood.⁴⁷

In 1909, new consolidated state fairgrounds opened near the southeast corner of the city at Stockton Boulevard and 2nd Avenue, and the grounds were expanded in 1937 to include a livestock arena and racetrack grandstand. There was also a Hall of Flowers, a Counties Building, Halls of Industry and Agriculture, numerous livestock barns, and a carnival.⁴⁸ The new fairgrounds were planned in accordance with the tenets of the City Beautiful Movement, and many of the exhibit buildings were beautifully designed and ornamented.⁴⁹ The last state fair to be held at the Stockton Boulevard fairgrounds was in 1967, and the site was eventually redeveloped into the Sacramento Medical Center (now known as the UC Davis Medical Center). Two state fair buildings survive near the northeast corner of Stockton and Broadway: Governors Hall (vacant in 2010) and the Exhibition Hall (now known as the Institute for Regenerative Cures).⁵⁰ The Cal Expo site on the north side of the American River opened in 1968, and the fair has been held at this location since. Prior to the construction of Cal Expo, the site was part of an undeveloped tract of 1,000 acres. Cal Expo currently occupies 356 acres, and the 159th California State Fair was celebrated there in 2013.

Agricultural Industries in the City of Sacramento

⁴³ California State Archives Staff, "Inventory of the California State Exposition and Fair Records" (Sacramento: California Secretary of State, 2005), 3, accessed 21 December 2012, <http://cdn.calisphere.org/data/13030/9g/tf4489n69g/files/tf4489n69g.pdf>.

⁴⁴ Thor Severson, *Sacramento, an Illustrated History, 1839-1874: from Sutter's Fort to Capital City* (California Historical Society, 1977), 131.

⁴⁵ Severson, *Sacramento, an Illustrated History*, 134.

⁴⁶ Davis, "Sacramento County," 332.

⁴⁷ William Burg, "Midtown State Fair," *Midtown Monthly*, 1 July 2010, accessed 8 January 2013, <http://www.midtownmonthly.net/life/midtown-state-fair/>.

⁴⁸ Marty Relles, "Walking to the Old California State Fair," *Valley Community Newspapers*, 19 May 2011, accessed 8 January 2013, <http://www.valcomnews.com/?p=4108>.

⁴⁹ Burg, William. "Midtown State Fair."

⁵⁰ University of California, Davis, "UC Davis Sacramento Campus 2010 Long Range Development Plan," 2010.

Some of the largest agricultural manufacturing operations in the entire nation were located in Sacramento. In the 1920s, Sacramento had the largest and second largest canneries in the United States—Cal-Pack#11 and Libby McNeill & Libby.⁵¹ The canneries and packing industries played key roles in the city's existence as a powerful industrial center and attractive labor market, profiled below. In addition to these, numerous other agriculture-related businesses and plants operated within the city, and the collective agricultural industries, often associated along rail lines, were a powerful force that shaped the development of Sacramento and the surrounding region.

Breweries

With an influx of German immigrants, a predominantly working-class male population, the rich soils of the Sacramento Delta, and access to wide-spread distribution, breweries became highly successful in Sacramento. Two New Hampshire-born brothers began experimenting with growing hops in the region beginning in 1857; previously brewers were dependent on hops shipped from the east coast. The cultivation of hops in California was made possible by the rapid expansion of local production of barley and hops:

Barley production rose from just under 10,000 bushels in 1850 to over 17.5 million bushels by 1890. Kilns were used to make malt from the barley, but that mostly took place at breweries and not farms. During the late 1850s most of the hops production in the United States was in New York, but by the late nineteenth century California's Central Valley and the Northern California Coast had become important hops-growing regions... The first hops in California were planted in 1856, and by 1880 California had become a leader in the production of hops. By the early 1900s, however, hops growing in the state fell victim to the economics of competition from the Pacific Northwest... Steady demand drove the market through the late nineteenth and early twentieth century. Large-scale hops production in California largely ended during the 1960s.⁵²

As hop and barley cultivation proved suitable for western alluvial soil, beer production became common throughout the Sacramento Valley. One obstacle brewers faced was the need for cold climates to produce cold-fermented lagers. Before artificial refrigeration was viable, producers would brew what came to be known as California common, or steam beer, but by the 1870s, as ice refrigeration became affordable, lagers appeared on the Sacramento market. In 1890, Herman Grau opened the Buffalo Brewing Company, which would become the largest brewery west of the Mississippi. Under prohibition, many breweries went out of business or began producing sodas, "soft beers," and ice at the onset of Prohibition in 1920. Those that survived began producing beers again following the ratification of the 21st Amendment.

Flour Mills

As described above, the cultivation of grains—notably wheat—was the focus of many early farmers in the Sacramento Valley. In 1849, Sacramento already had two flour mills. Within five years, the city had six flour mills producing almost 585 barrels a day for residents and miners alike.⁵³ By the late nineteenth century, fruits and vegetables had surpassed wheat in demand and profitability. Nevertheless, flour and feed remained dietary staples for people and livestock, and Sacramento's early mills are an integral part of the city's industrial heritage. In 1913, a historian reflected on a predictable of financial hardship for Sacramento's mills:

⁵¹ Burg, "The Big Tomato."

⁵² California Department of Transportation, "A Historical Context and Archaeological Research Design for Agricultural Properties in California," 79.

⁵³ Stapp, *Sacramento Chronicles*, 22.

The prospect for the milling industry is not very bright. Land is becoming too valuable for wheat culture and is diverted to fruit, dairying, beans, hops, etc. The export flour trade is therefore a thing of the past. The mills can look only for such an increase of their business as is consequential to the increase of population, which fortunately gives great promise.⁵⁴



Figure 6. Globe Flour Mills Company. Source: Page & Turnbull, 2013.

Globe Flour Mills

This first milling operation on this site began in 1881. In 1914, the Phoenix Milling Company constructed a new, five-story mill building on C Street. It was designed by architect P.J. Herold and was of poured concrete construction, an early modern use of concrete in Sacramento. The mill complex was purchased in 1919 by the Globe Flour Mills Company, “one of the key companies that made Sacramento a center of agricultural shipping and contributed to the city’s ‘astounding’ industrial payroll.”⁵⁵ The complex was purchased by Pillsbury in 1940, and it was enlarged and modernized in 1941 and 1942. Feed was manufactured there from 1941 to 1960, and the mills continued to produce flour until operations ceased in 1968⁵⁶. Key portions of the Globe Mills complex were recently rehabilitated as an award-winning adaptive reuse project and now functions as a loft-style apartment complex.

⁵⁴ William L. Willis, *History of Sacramento County California with Biographical Sketches of the Leading Men and Women of the County Who Have Been Identified with Its Growth and Development from the Early Days to Present* (Los Angeles: Historic Record Company, 1913), 398.

⁵⁵ “Lofts at Globe Mills,” accessed 8 January 2013, <http://www.loftsatglobemills.com/index2.html>.

⁵⁶ Redevelopment Agency of the City of Sacramento, “Globe Mills Adaptive Reuse Project,” Draft Environmental Impact Report/Environmental Assessment, 10 September 2004.

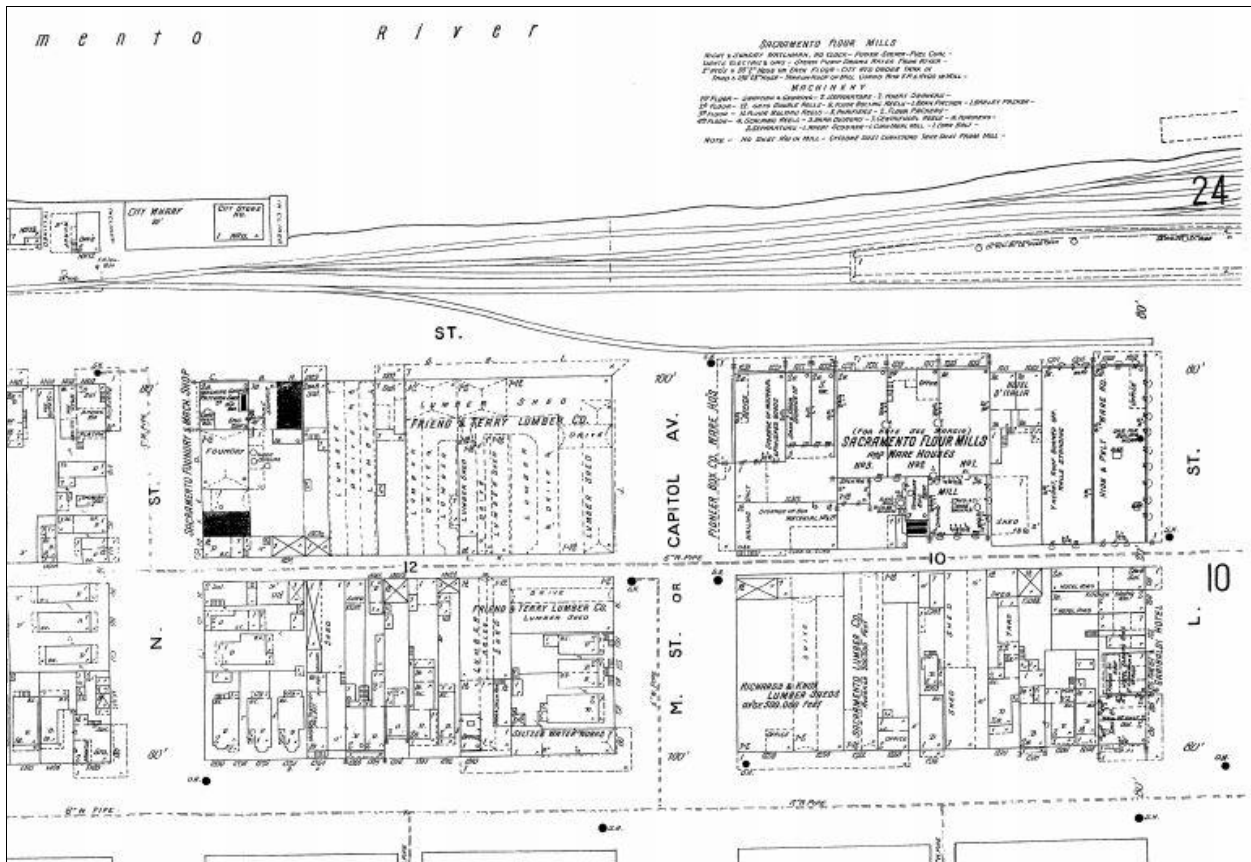


Figure 7. Insurance Maps: Sacramento, California (Sanborn-Perris Map Co., 1895). This map shows Pioneer Box Company's warehouses at Capitol Avenue and Front Street and demonstrates its proximity to lumber facilities such as Friend and Terry Lumber Shed, Richards & Knox Lumber Shed, and Sacramento Lumber Co. This pattern is common for lumber yards and box factories throughout the 1895 Sacramento Sanborn Map. The placement of the Sacramento Flour Mills near both rail and water transportations lines was typical of agricultural industrial enterprises in Sacramento at the time.

Canning

Following the Gold Rush, from the 1850s through the 1870s, the canning process was still undergoing refinements. The process was clumsy and expensive:

...canners labored under incessant difficulties. First, mistakes in processes, then high freight, crude machinery and methods. The cans were all made from hand. Tin frequently cost the packers as high as \$20.00 per box, and solder and other material in the same proportion...[Y]et during these early pioneer days California canned fruits, jams and jellies of the finest possible quality were packed, and in heavy syrups.⁵⁷

The region's first salmon cannery, Haggood, Hume & Co., was established in 1864 on the west bank of the Sacramento River in West Sacramento.⁵⁸ Salmon fishing became an increasingly profitable business, and approximately 20 salmon canneries were constructed along both banks of the Sacramento River during the 1870s and 1880s.⁵⁹ According to an account from 1914, Sacramento's salmon canning industry was somewhat short-lived due to overfishing:

⁵⁷ Jacobs, "The Rise and Progress of the Canning Industry in California," 32.
⁵⁸ W.I Crawford, "The Development of the Salmon Canning Industry," in Arthur I. Judge, ed. *A History of the Canning Industry* (Baltimore, MD: The Canning Trade, 1914), 46.
⁵⁹ National Park Service (NPS), "First Pacific Coast Salmon Cannery Site: Broderick, Yolo County, California,"

At one time salmon was so plentiful in the Sacramento [River], that all canneries were swamped by the supply during years when there was a heavy run...A great deal of this salmon was also canned in those years in San Francisco, but after the rivers were fished out, the packing of salmon ceased [by the late 1880s].⁶⁰

Overfishing did not mean the end to Sacramento's canning industry as a whole, however. Fruit from the surrounding valley became the primary canned goods produced in Sacramento. The Capitol Packing Company was established in Sacramento in 1882. It had operations at Front and K Streets—near the waterfront and the western terminus of the Transcontinental Railroad, and 11th and B Streets—near the Southern Pacific Rail line. The company packed and shipped more than 2,000 tons of fruit in 1887.⁶¹ In the late 1880s, the fruit shipping industry was seen as a young, but growing:

The fruit shipping industry is yet in its infancy, but may now be considered as in a healthy condition, and bound to grow to gigantic proportions. As new railroads center here [in Sacramento] and fresh competition is added in the carrying trade, better facilities are afforded, quicker time, and lower rates, the business will be found practically to have no limit.⁶²

According to an 1888 history, almost ninety percent of green fruit, besides oranges, that left the state was shipped from Sacramento. The 1887 growing season saw almost 3,000 rail car loads full of fruits and vegetables shipped east from Sacramento. A substantial amount of this fruit was grown in Sacramento County, in addition to what was grown in El Dorado, Placer, Yolo, Solano, and other counties. Winter fruits grown in the area included oranges, lemons, pomegranates, olives, and persimmons. In the spring, strawberries, raspberries, blackberries and cherries were in season. Apricots, plums, peaches, pears, and nectarines were harvested in the early summer months. Fall fruits included apples, pears, grapes, quinces, prunes, and peaches.⁶³

Several important canneries and their histories are discussed below.

Libby, McNeill, & Libby

In 1912, the Chicago-based meat canning company Libby, McNeill & Libby opened what would become the largest fruit and vegetable cannery on the West Coast at the intersection of 31st Street, R Street, and Stockton Boulevard (extant).⁶⁴ By 1918, nine large brick buildings designed by architects A.C. Rhoades and Washington Miller were constructed at the nine-acre complex.⁶⁵ The cannery was described as having excellent rail connections, having two spur tracks connected with the Southern Pacific railroad and the Northern Electric railway.⁶⁶ Fresh produce from nearby farms was typically delivered to the cannery on trucks and wagons, and

Withdrawal of National Historic Landmark Designation (2004), http://www.cr.nps.gov/nhl/DOE_dedesignations/Salmon%20Cannery.htm.

⁶⁰ Jacobs, "The Rise and Progress of the Canning Industry in California," 38.

⁶¹ *Sacramento: The Commercial Metropolis of Northern and Central California* (Sacramento: A.J. Johnson & Co., 1888), 71.

⁶² *Sacramento: The Commercial Metropolis of Northern and Central California*, 32.

⁶³ *Sacramento: The Commercial Metropolis of Northern and Central California*, 27- 31.

⁶⁴ William Burg, "The Big Tomato."

⁶⁵ NPS, "Libby McNeil and Libby Fruit and Vegetable Cannery," National Register of Historic Places Nomination Form, 1982.

⁶⁶ C.W. Geiger, "Libby, McNeill & Libby's Sacramento Cannery," *Canning Age*, (January 1921), 12.

crates of canned goods were loaded into freight cars and shipped via railroad.⁶⁷ Libby, McNeill & Libby ceased the complex's canning operations in 1980. Today, the complex is a business park known as "The Cannery."



Figure 8. Former Libby, McNeill & Libby cannery. Source: Page & Trumbull, 2013.

California Almond Growers' Exchange and Calpak Plant No. 11

In 1914, the California Almond Growers' Exchange, a corporation formed in 1910 from nine smaller growers' associations, erected its first almond hulling and shelling plant in Sacramento at 18th and C Streets (non-extant). Between 1922 and 1929, the 1914 plant expanded considerably to include new facilities for the manufacture and canning of blanched, salted, roasted, and sliced almond varieties. In 1938, the growers' exchange's new corporate office were constructed adjacent to the factory. A massive storage complex was constructed on the north side of the railroad tracks in 1957, and additional distribution and storage facilities were build in 1971.

During the first major expansion of the plant in the 1920s, the California Packing Company—a newly formed business unrelated to the almond growers' exchange—constructed a cannery for its Del Monte brand of produce immediately to the west of the exchange's factory. The cannery, a large brick plant that occupies two square blocks, was known as Calpak Plant No. 11. Approximately 2,500 workers were employed there during the company's busiest periods (Burg, 2011). Four Del Monte canneries were built in Sacramento, but only Plant No. 11 remains. The others were located at Front and P Streets, 3rd and X Streets, and 19th and R Streets.

⁶⁷ Burg, "The Big Tomato."



Figure 9. Calpak Plant No. 11, now the Blue Diamond Growers plant. Source: Page & Trumbull, 2013.

In 1982, the California Almond Growers' Exchange purchased Plant No. 11 from the California Packing Company, thereby expanding its manufacturing facilities, storage, and offices, and introduced a shop and visitors center. The growers' exchange has been known as the Blue Diamond Growers since 1987, and continues to operate out of the facilities mentioned above.⁶⁸

American Can Company

Opened in 1926, the American Can Company plant on C Street between 33rd and 40th Streets was a major regional manufacturer of tin cans. Employing approximately 900 workers at peak canning season, the plant supplied cans to several of Sacramento's largest canneries, including Calpak Plant No. 11 and Libby, McNeill & Libby. The sprawling complex was designed in a Streamline Moderne style and was served on its north side by the Southern Pacific Railroad. The irregularly-shaped factory building has several distinct wings that feature a variety of roof forms including flat, saw-tooth, and gabled with a stepped parapet. Today, the plant is part of the 380,000-sq. ft. Cannery Business Park and appears much as it did in a historic photograph from 1945 (see below).⁶⁹

⁶⁸ Blue Diamond Growers, "Historic Timeline," accessed 4 January 2012, <http://www.bluediamond.com/index.cfm?navid=394>.

⁶⁹ Michael Shaw, "AKT Buys East Sac Business Park," *Sacramento Business Journal*, 12 November 2006, accessed 4 January 2012, <http://www.bizjournals.com/sacramento/stories/2006/11/13/story7.html?page=all>.



Figure 10. American Can Company Complex. Source: Page & Trumbull, 2013.

Bercut-Richards Packing Company

The Bercut-Richards Packing Company was established in 1931 by joint owners Tom Richards and brothers Henry and Peter Bercut. The cannery, originally constructed in 1928-29 by the short-lived California Cooperative Producers Company was located on North 7th Street near the American River. It was constructed of brick and had a sawtooth roof. The Bercut-Richards Packing Company, which packed 300,000 cans in its first year, was a major producer of canned tomato products and specialized in a variety of other fruits and vegetables. The plant expanded several times during the 1930s to include brick and hollow clay tile warehouses for cold storage, office buildings, and a cafeteria for employees.. From 1942 to 1945, part of the complex functioned as the Sacramento Army Signal Depot as well as a camp for German prisoners of war. The cannery continued to operate until the early 1980s, and the machinery was finally sold in 1998.⁷⁰ All of the complex, with the exception of the scale house, was demolished in 2009-2010 and the property is currently being redeveloped as part of the Township 9 mixed-use development.⁷¹

Campbell's Soup Company

The Campbell's Soup Company plant, located on Franklin Boulevard between 38th and 47th avenues, is the company's oldest remaining factory. Constructed in 1947 as a sprawling concrete industrial complex, it was the last large-scale canning operation to open in the city, producing large quantities of soups, sauces, and beverages (many of which were tomato-based) and contributing to Sacramento's identity as "The Big Tomato," which was a general term used for the local canning industry. A decision was made to close the Sacramento plant and transfer production to other Campbell's Soup Company plants in North Carolina, Ohio, and Texas, Operations of the plant were downsized in phases beginning in September 2012, and the plant ceased production in July 2013.⁷²

⁷⁰ City of Sacramento, "Township 9 Draft Environmental Impact Report," Sacramento, CA, 2009, 6.4-4 – 6.4-7.

⁷¹ Burg, "The Big Tomato."

⁷² "Campbell Soup Shutting Down Sacramento Plant; 700 Jobs Being Cut," *CBS Sacramento*, 27 September 2012, accessed 1 April 2014, <http://sacramento.cbslocal.com/2012/09/27/campbell-soup-is-shutting-down-sacramento-plant/>.



Figure 11. Campbell's Soup Company cannery. Source: Page & Trumbull, 2013.

Dairy Operations

In 1860, the Central Valley boasted 101,000 dairy cows; 163,000 by 1910.⁷³ While small dairies were found throughout the region, the dairy industry developed rapidly at the beginning of the 20th century as technology and transportation developed to support larger scale dairy industrial complexes. North Sacramento and, with the completion of work under Reclamation District 1000, land in North Natomas was increasingly devoted to dairy cows.

Crystal Cream & Butter was founded by George Knox in 1901, in the back of a small grocery store located at 728 K Street. The small operation produced only butter and cream, sourced from dairy farms in what is now North Sacramento. Crystal was purchased by Danish immigrant Carl Hansen in 1921. Crystal had two trucks and 10 employees. Within only a few years of purchasing Crystal, Hansen expanded its operations to include bottled milk, and relocated to larger facilities on D Street. The company continued to diversify its product range, first offering ice cream in 1930, pioneered new processing technologies, such as milk cartons in 1939, and grew into one of the largest independent dairies in California. Roads, then rail and traction lines, came in from the north, bringing milk to the company site for further processing. The company relocated within Sacramento again in 1996.

Box factories in Sacramento

The transportation of canned goods required the manufacture of boxes, and the lumber necessary to that process. Sacramento's lumber yards were established in close proximity to the Sacramento River and the Southern Pacific Railroad Line that ran along B Street, cutting to run along the Sacramento River from H Street until approximately W Street, with a connecting line along the R Street rail corridor.

⁷³ California Department of Transportation, "A Historical Context and Archaeological Research Design for Agricultural Properties in California," 88.

Box factories and warehouses were built near lumber yards for easy access to lumber. Proximity to the lumber yards also meant access to river and rail transportation. An 1895 Sanborn Fire Insurance Map shows Pioneer Box Company's warehouses directly across the street from Friend and Terry Lumber Shed, and next door to Richards & Knox Lumber Shed and Sacramento Lumber Co. (See Figure 7). This pattern is common for lumber yards and box factories throughout the 1895 Sacramento Sanborn Map.

From the Northwest Land Park, Cultural Resources Inventory and Evaluation Report:

Capital Box Factory was the first and longest-lived of Sacramento's six box manufacturing firms. The company built its original facility at 2nd and Q Streets in 1859. By 1920 a second box factory had opened when California Pine Box Distributors, a statewide cooperative, established its Sacramento affiliate. The Sacramento plant remained in business at least as late as 1928, but appears to have gone out of business by 1951, when the Sacramento Union published a profile of local box manufacturers that did not mention the cooperative.

Established by box manufacturing entrepreneur Curt Setzer and a group of co-investors in 1923, Sacramento Box and Lumber Company was, by all appearances, the largest and most successful of Sacramento's box manufacturing operations. The company built its factory at 65th and R Streets, then just outside the city limits. A 1926 fire completely destroyed the company's structures and equipment, as well as most of its lumber. Sacramento Box and Lumber Company rebuilt and subsequently expanded its operations to include a logging camp at Kyburz and, later, satellite offices in New York, Chicago, Detroit, and Los Angeles. Woodleaf Timber Company purchased Sacramento Box and Lumber Company in July 1958 and shuttered the Sacramento facility six weeks later.

...Following the 1926 fire at Sacramento Box and Lumber Company, Setzer divested himself of his interest in the company and began plans for his own box factory. In 1927, Setzer Box Factory opened at its 3rd and Y Streets location. Owned entirely by Setzer, who claimed to have made his start in the box manufacturing industry as an eleven-year-old boy, the Setzer facility was the first of several industrial operations constructed on the newly subdivided Wright and Kimbrough tract. A 1927 *Sacramento Bee* article indicates that Setzer Box Factory was just one of several development projects that appeared near the city's southern limits in the late 1920s. Setzer announced in March 1927 that he expected to open with around 50 employees on his payroll, but, according to the *Sacramento Bee*, the factory employed nearly 100 as of September of that year.

The Great Depression did little to check the growth of the Setzer operation. In 1934, Setzer expanded his facility to include a sawmill as well a lumber pond measuring the equivalent of nearly one city block. According to Carey & Company's 2006 evaluation of the Setzer Forest Products properties, this expansion allowed [the company] circumvent the ill effects of government price controls on processed timber.

In the following years Setzer continued to expand and diversify his plant's output. In the 1930s the factory began acquired license and purchased the machinery necessary to compress the waste materials from its box manufacturing into Presto Logs. By the time a 1951 Sacramento Union article on the company was published, Setzer's outfit, now named Setzer Forest Products, continued to produce boxes, but also supplied wood to Detroit auto makers, Wisconsin door manufactures, and producers of "high quality wood manufactured products" in Maine. According to Carey & Company, however, in the

postwar years, cheaper cardboard boxes gained favor over wood ones, leading Setzer Forest Products to discontinue producing crates. Starting in the 1960s, the company's output was limited mostly to fabricating wood moldings for houses.⁷⁴

Setzer Forest Products remains active on its Northwest Land Park site. While there has been a historical survey that suggests the potential for an historic district involving the Setzer structures, a subsequent survey suggests that there have been alterations and additions over the decades to several of the structures, such that there are no buildings that would be eligible for listing in the California Register of Historical Resources, and an EIR has been certified for a project that would remove the Setzer-related structures.

Marketing and the Fresh Fruit Industry in California

Since the 1860s, fruit growers throughout California attempted to develop strategies for cooperative marketing efforts. Established in 1901 and headquartered in Sacramento, the California Fresh Fruit Exchange was “a statewide cooperative to market California fresh fruit throughout the world and to help solve technical and financial problems facing growers in the packing and shipping of fruit.”⁷⁵ The name of the organization was changed a few years later to the California Fruit Exchange, the second organization in history to use that name.⁷⁶ New offices of the California Fruit exchange, “the world’s largest deciduous fruit marketing cooperative,” were built in one of downtown Sacramento’s earliest skyscrapers in 1914.⁷⁷ The extant California Fruit Building (also known as the Desmond Building), which is located at 1000-1006 4th Street, was “built by local interests to house several fruit-shipping companies.” In 1932, the offices relocated to the Blue Anchor Building (built in 1931) at 1400 10th Street, in close proximity to the State Capitol. The Blue Anchor Building remained the headquarters of the California Fruit Exchange until 1966, when the building was purchased and has since been occupied by the State of California.⁷⁸

⁷⁴ Northwest Land Park LLC 2010.

⁷⁵ NPS, “Libby McNeil and Libby Fruit and Vegetable Cannery.”

⁷⁶ Erich Kraemer and H.E. Erdmann, *History of Cooperation in the Marketing of California Fresh Deciduous Fruits, Bulletin 557*(Berkeley: University of California, 1933).

⁷⁷ William Burg, “Sacramento’s First Skyscraper,” *Midtown Monthly*, 22 April 2009, accessed 10 December 2012, <http://www.midtownmonthly.net/life/sacramento%E2%80%99s-first-skyscraper/>.

⁷⁸ NPS, “Libby McNeil and Libby Fruit and Vegetable Cannery.”



Figure 12. California Fruit Building. Source: Page & Trumbull, 2013.



Figure 13. California Fruit Exchange building. Source: Page & Trumbull, 2013.

Can Production Facilities

Although important to Sacramento industrial agricultural development, factories that produced cans for canning have not been evaluated in this context.

Sacramento Farmers Markets

From the *Northwest Land Park, Cultural Resources Inventory and Evaluation Report*:

Depression era Sacramento was home to a number of farmers markets. At least two of these markets preceded [the] Sacramento Farmers Market that occupied the Northwest Land Park project site: Tong Sung Farmers Market and Third and I Streets and Levi Zentner Market at 16th and B Streets. According to a 1999 article for Pocket News, the 16th Street market was notable for its owner's insistence on establishing the prices at which the merchants renting his stalls could sell their goods. In addition, there were three markets founded during or prior to 1938.

In 1932 several farmers and distributors who had previously operated stalls at Levi Zentner Market bristled at the price controls in place at that market and decided to establish their own venue on a 6.85 acre lot in the Wright and Kimbrough industrial tract. A corporate venture organized by Sigeichi Masuhara, Elder Cecchetti, and Caesar Viglioni, Sacramento Farmers Market generated funding for the business by selling shares to ethnic Japanese, Italian, and Chinese dealers. The new business used the money generated by their initial offering to pay for the new construction of the facility's first two structures, and the market officially opened in 1933. In its first years of business, the market was successful enough to expand its facilities.

The farmers and produce distributors operating out of Sacramento Farmers Market were a mix of shareholders and non-shareholding tenants. In addition to fruits and vegetables, these dealers offered fish, poultry, and eggs to the grocery stores and individual shoppers who patronized the market. Some of the farming families and produce distributors who operated stalls at Sacramento Farmers Market remain active in the local produce distribution business.

During the 1940s and 1950s the Sacramento Farmers Market underwent major changes. Under the directive of Executive Order 9066, the ethnic Japanese majority of Sacramento Farmers Market shareholders spent the duration of World War Two in federal internment camps. While many returned to Sacramento farmers Market after the war, the farmers' market ceased selling directly to consumers and operated primarily as a wholesale distributor serving grocery stores. However, by the late 1990 it had lost its share of the market in produce restaurants, specialty restaurants, and stores located in towns and cities outside Sacramento. The market continues to rent space to distributors, including Chick's Produce, a company operate by the Cecchetti family.⁷⁹

Subcontexts/Themes Not Included in This Evaluation

- Frozen Food and Ice Industry

The subcontext of the frozen food and ice industry has not been evaluated thoroughly for this context, though it is explored briefly in the **Railroad** context. Refrigerated boxcars for rail were developed at the same time as the canning industry. Wholesale grocers Hall, Luhrs & Company, located on K Street from approximately 1880-1928, pioneered the invention of a refrigerated railroad car that was capable of transporting fresh produce across the nation using ice quarried from the Sierra Nevada. The development of

⁷⁹ Northwest Land Park LLC 2010.

mechanical refrigeration, and the frozen food industry, caused a change in demand from canned goods. At the same time, Sacramento was also a center for the preparation and distribution of frozen foods, ice production, and icing/manufacture of mechanical and ice-cooled refrigerator cars.

Decline of Canning and Packing Industry in Sacramento

Before 1930, Sacramento and its environs were home to 20 major canning or packing plants in addition to the facilities that produced the cans and packing crates.⁸⁰ Sacramento's canneries enjoyed large business booms during the two World Wars. After World War Two, no longer providing food to the troops abroad, the economic feasibility of many factories waned as the 20th century wore on. In the early 1980s three of Sacramento's largest canneries were forced to close. These were Libby, McNeil & Libby; Del Monte (Calpak Plant No. 11); and Bercut-Richards.⁸¹ Today, the Blue Diamond Growers facilities on C Street are the only agro-industrial buildings to continue their historic functions.

Historic Themes and Associated Property Types

The following section summarizes important themes in the history of agriculture in Sacramento and identifies property types that reflect these themes. Significance and integrity discussions follow each property type so that additional resources relating to the history of agriculture and food production may be evaluated in the field. The significance discussion describes the criteria for which a resource may be historically significant and the integrity narrative provides guidance to determine whether the resource retains sufficient integrity to convey its historic significance.

The primary historic themes and events which characterize the history of agriculture in Sacramento include:

- Changing land uses and agricultural production and transport methods (see **Railroad Context Statement**) reflected the demand for Sacramento Valley produce from the nation and beyond;
- Sacramento's prominence in agriculture and related industries made it the permanent home of the California State Fair;
- Sacramento became home to many important agriculture-related manufacturing and shipping operations, and the agriculture industry was a major force in the city's economic and population growth; and
- Influx of laborers who worked on farms and in packing plants in the area and operated manufacturing plants in Sacramento established ethnic communities

Identification

For the purposes of determining eligibility for historic designation, two categories of resource types have been developed, based on the previous discussion of property types. Each category includes certain specific types of resources as listed below:

1. Industrial:

This category includes all buildings, structures and transportation features associated with a variety of agricultural manufacturing, canning, packing, and shipping operations within the City of Sacramento. Some industrial resources are

⁸⁰ Mark Glover, "Canning Industry Wanes in California," *The Sacramento Bee*, 28 September 2012, accessed 21 December 2012, <http://www.fresnobee.com/2012/09/28/3010338/canning-industry-wanes-in-california.html>.

⁸¹ Avella, *Sacramento: Indomitable City*, 47-8.

individual buildings, whereas others may be identified as complexes of buildings, structures, machinery and related site and transportation features.

2. Institutional & Commercial:

This category includes a variety of buildings associated with agriculture-related organizations or businesses. It includes office buildings and produce distribution markets, which are not necessarily associated with an industrial property, as well as properties associated with the California State Fair.

Property types that were not evaluated as part of this context:

- Cultural Landscapes:
Farms and Ranches, including historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes that are surviving representations of agricultural production in the City of Sacramento require further research, evaluation, and documentation
- Residential:
Neighborhoods where agricultural laborers or cannery workers settled are important to the urban development of Sacramento, and require further research, evaluation, and documentation.

Industrial Complexes

As described above, Sacramento was home to several major manufacturing plants relating to the agriculture industry. These include, but are not limited to, canneries and mills. Two of the largest manufacturing facilities are located in Sacramento are listed in the National Register of Historic Places, the California Register of Historical Resources and the Sacramento Register of Historic & Cultural Resources: the Libby, McNeill & Libby Cannery located at 1724 Stockton Boulevard (built in 1912) and Calpak Plant No. 11 located at 1721 C Street (built in 1925, now part of the Blue Diamond complex). Additional large-scale manufacturing plants related to canning and milling include the California Almond Growers' Exchange Almond Processing Facility at 1809 C Street (built ca. 1920s-1970s, now part of the Blue Diamond complex), the former American Can Company tin can plant at 3301 C Street (built in 1926, now the Cannery Business Park), and the Globe Flour Mills at 1127-1131 C Street (built ca. 1914-1942). Other agriculture-related manufacturing plants include dairies, such as the Glenn Dairy Company Building at 3030 Q Street/1700 Alhambra Boulevard (built in 1924). Some characteristics of manufacturing facilities include multiple brick or concrete structures, including silos and loading docks, which form large industrial complexes, timber frame construction, shed, gable and sawtooth roofs, roof monitors, and proximity to a railroad, or sometimes to multiple rail lines. Note that earlier brick industrial buildings were generally finished with the exposed brick, or painted brick, instead of being plastered as would have been more typical for retail or commercial buildings. Also, structures were often aligned with rail lines or sidings.

Significance

Industrial buildings may be found eligible under National Register Criteria A and C, California Register Criteria 1 and 3, and Sacramento Register criteria i, ii, or iii. The history of Sacramento

is closely tied to the agriculture industry, and many of the industrial properties were constructed along the railroad corridors that developed around the city center. Properties eligible for listing in the National Register under Criterion A or the California Register under Criterion 1 or Sacramento Register under Criterion i (event) should be 50 years old or older, and will have close association with the agriculture industry or be associated with an important historical event or pattern relating to the history of agriculture in Sacramento, California, or the nation.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Register Criterion ii (Persons), industrial properties should be 50 years old or older and demonstrate a significant association with the lives of persons significant in the past.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register Criterion iii (Design/Construction), industrial properties should be 50 years old or older and demonstrate distinctive characteristics of a “type, period, region, or method of construction.”

Integrity

Of the seven aspects of integrity listed above, industrial properties should retain, in order of importance: integrity of design, association, feeling, location, setting, materials and workmanship; please note for local evaluations, however, that the Sacramento Register does not include integrity of “feeling.” Because the historic character of an industrial building or complex depends more on how it conveys the organization of work that occurs within, it is important that enough of the original design, including massing, structural systems, and spatial organization, remain intact in order to convey how the property was used. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express the significance of the industry. Location and setting are important because they illustrate how the industry was sited in regard to transportation and roads, adjoining properties, and similar industries. Materials and workmanship are often not as significant as they might be in other historic properties because industrial buildings are typically utilitarian structures that gain their significance more from function than from appearance. Furthermore, alterations to an industrial plant occur quite frequently, especially if the business expands or incorporates newer technology. Alterations to an industrial plant (rather than demolishing it) attest to the flexibility of the original design.

Institutional Buildings

In addition to its numerous industrial complexes, Sacramento was also the headquarters for various professional associations and businesses with strong agricultural associations. Institutional properties include office buildings and California State Fair buildings.

The extant California Fruit Building (built in 1914, also known as the Desmond Building) and the Blue Anchor Building (built in 1931, listed in the National, California and Sacramento Registers) once housed the headquarters of the California Fruit Exchange, “the world’s largest deciduous fruit marketing cooperative (NPS 1982a).” Both of these buildings were constructed in Sacramento’s downtown and are associated with the city’s commercial history. The California Fruit Building is a ten-story reinforced concrete structure designed in the Italian Renaissance Revival style, with tripartite vertical organization and a projecting cornice. The Blue Anchor Building is a two-story reinforced concrete structure designed in a Spanish Eclectic style, with a red tile roof and an L-shaped plan. Both buildings feature elaborate detailing.

Sacramento has hosted the California State Fair since 1861. While all of the nineteenth-century fair buildings and structures have long since been demolished, buildings survive at two different

twentieth-century fairground locations. The Governor's Hall and the Exhibition Hall were constructed near the northeast corner of Stockton Boulevard and Broadway as part of the fairgrounds that were in operation from 1909 to 1967 (UC Davis 2010). The following year, the fair was relocated north of the American River to the Cal Expo site. Because Cal Expo is nearing the 50-year threshold for historic significance, the historic significance of the grounds should be evaluated.

Significance

Institutional or commercial buildings may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register Criteria i, ii, iii, or iv. As the places that personify an organization, cooperative or business and house its personnel, institutional properties are typically large, iconic standalone buildings. Properties eligible for listing in the National Register under Criterion A, California Register Criterion 1, or Sacramento Register criterion i (Event) should be 50 years old or older and will have a close association with a particular agriculture-related organization or be associated with an important historical event or pattern relating to the development of the agriculture industry in Sacramento.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Register criterion ii (Person), institutional or commercial buildings should be 50 years old or older and should be closely associated with a significant person or persons associated with the agriculture industry.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register criterion iii (Design/Construction), institutional or commercial buildings should be 50 years old or older and should "represent the work of a master or possess high artistic values," or may also demonstrate distinctive characteristics of a "type, period, region, or method of construction."

Integrity

In regard to institutional and commercial properties, the seven aspects of integrity in order of importance should be: design, materials, workmanship, association, feeling, location, and setting; please note for local evaluations, however, that the Sacramento Register does not include integrity of "feeling." Institutional buildings typically express the values of the company or individual who built them, and therefore it is important for the building to retain the bulk of its physical characteristics, especially its original design and materials. Institutional and commercial buildings are often more elaborate than either residential or industrial properties and often embody unique examples of workmanship, which should be retained. Association and feeling with the property's original builder/owner and era of construction are also important. Location and setting are also important aspects, providing the context for the resource.

Cultural Landscapes: Farms and Ranches

The Cultural Landscape sub-context has not been developed and still requires significant research, evaluation, and documentation.

Although a 2010 map of "Sacramento County Important Farmland" shows nearly all of the land within Sacramento's city limits as "urban and built-up land," it is possible that working orchards, farms, fields, or other agricultural operations remain in the city. After further study, a property may be best understood as a cultural landscape, defined by the National Park Service as "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or

aesthetic values.” There are four types of cultural landscapes: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes.

Farming was a common occupation for many early Sacramentans, and family-run farming, dairy and ranching operations were common. As a result of the extensive development of the City and County of Sacramento over the course of the twentieth century, however, few of these early residential properties remain, especially those with their associated out buildings such as barns and tank houses.

The Edwin Witter Ranch is listed in the National Register and is located at 3480 Witter Way near the intersection of Interstates 5 and 80. The five contributing buildings on the property include the original farmhouse (built in 1918), the barn (built ca. 1918-1930s), the Craftsman-style foreman’s cottage (built in 1920), and the Witter Family Residence (built in 1934). On the opposite side of the city in the Pocket Area is located the Dutra Family Ranch Home (built ca. 1900), now located on the corporate property of the Parker Development Company at 8110 Pocket Road. The historic residence—the only surviving building from the ranch—was restored in 1986.⁸² Several other historic residential properties are located in the Pocket Area. In Natomas, the Azevedo Family, an early Portuguese dairy farmer in Sacramento, established a ranch in Reclamation District 1000 in Natomas in 1917. Although moved from its original location, the house and tank house remains today.

The National Park Service defines a cultural landscape as a “geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.” Furthermore, according to the National Park Service, there are four general types of cultural landscapes, which are not mutually exclusive: historic sites, designed historic landscapes, historic vernacular landscapes, and ethnographic landscapes.

Guidance for evaluating cultural landscapes can be found in the following National Park Service publications:

- National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes
- National Park Service Preservation Brief 36: Protecting Cultural Landscapes – Planning, Treatment, and Management of Historic Landscapes
- Guidelines for the Treatment of Cultural Landscapes
- Preservation Brief 32: Making Historic Properties Accessible

Residential Buildings

The Residential property sub-context has not been developed and still requires significant research, evaluation, and documentation.

Additional agriculture-related residential properties may be identified in certain neighborhoods that were known to be populated by cannery and farm workers, including the Labor Market area. Several extant buildings in what is now called Old Sacramento were residential buildings during the period when the neighborhood was part of the Labor Market. Many residents of the Southside neighborhood, which includes many extant residential buildings, were migrant workers.

Significance

⁸² Gregory, *Sacramento’s Greenhaven/Pocket Area*.

Residential buildings may be found eligible under National Register Criteria A, B, and C; and California Register Criteria 1, 2, and 3; and Sacramento Register Criteria I, ii, iii, or iv. The history of Sacramento is closely tied to the agriculture industry and to the countless people who operated the fields, farms, and factories. Residential agricultural properties are important for their associations with the agricultural industries because they served as residences for laborers involved in the cultivation and production of agricultural goods and service. Properties eligible for listing in the National Register under Criterion A or the California Register under Criterion 1 (event) should be 50 years or older, and will have a close association with the agriculture industry or be associated with an important historical event or pattern relating to the history of agriculture in Sacramento.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Register criterion ii (Person), residential properties should ideally be 50 years old or older, and be closely associated with a significant person or persons associated with the history of agriculture in Sacramento

For properties to be listed under National Register Criterion C or California Register Criterion 3 or Sacramento Register Criteria iii (Design/Construction), residential buildings should be at least 50 years old and should “represent the work of a master or possess high artistic values,” or may also demonstrate distinctive characteristics of a “type, period, region, or method of construction.”

Integrity

In regard to residential properties, the seven aspects of integrity in order of importance should be: integrity of association, setting, design, workmanship, materials, and feelings; please note, the Sacramento Register does not include integrity of “feeling.” Residential buildings may express regional or local settlement patterns ethnic origins, building technologies, usage, and stylistic preference of builders and residents. Therefore, it is important that the property retains the ability to convey its context, origins, and associations with the people who inhabited it as well as its agricultural-related setting or location. The aspects of workmanship, design, and materials are also important aspects of integrity, conveying importance of building technology, craft, and artistic inclinations of builders and owners. Location and feelings are also important aspects, providing the context for the resource.

■ **STATE GOVERNMENT CONTEXT STATEMENT**

“Sacramento has survived the vagaries of governing one of the largest bureaucracies in the world and its ever-increasing need for office space.”⁸³

The success of the City of Sacramento can be linked in many ways to its symbiotic relationship with the California State Government. With the incorporation of the city in 1850, which was shortly followed by California statehood, government offices were soon established in Sacramento. Sacramento became the State Capital in 1854. At the outset, many buildings in Sacramento held city, county, and state government offices, especially because there was often an overlap in city, county, and state services. In 1857, the city and county governments merged, pairing their services. The county’s board of supervisors was given authority that previously resided in the city council and was considered the body politic for the area. In 1863, after the

⁸³ Center for Sacramento History, *Images of America: Old Sacramento and Downtown* (San Francisco: Arcadia Publishing, 2006), 7.

devastating floods of the winter of 1861-1862, the two governments separated permanently.⁸⁴

State government buildings followed developmental trends in the city. Often, early businesses and services were initially located on ships docked at the Sacramento River Embarcadero. They were later housed in structures in immediate proximity to the river, and were subsequently relocated to more permanent, purpose-built structures. So necessary was flood protection to the development of Sacramento as a permanent city that historical articles attribute the successful election of Sacramento's first mayor, Hardin Bigelow, to his levee building efforts. Local and state governments organized in the 1850s almost immediately focused their efforts on flooding, a regular occurrence that needed to be addressed in order for the city to establish more permanent footings and to secure its position as the State Capitol. Themes associated with the history of state government in Sacramento include the migration of uses from temporary to permanent buildings, building infrastructure and maintaining services to support Sacramento as the State Capital, and the development of the Capitol Area and revitalization efforts.

Foundations

Sacramento was initially founded by John Sutter as New Helvetia, a fort about two and a half miles east of the Sacramento River. The discovery of gold in nearby Coloma in 1848 caused the population in Sacramento to explode. With the influx of traffic along the Sacramento River, new businesses and residential establishments developed along the embarcadero, including boarding houses, dry goods stores, and groceries.

Sutter went into debt and his rancho was ultimately subdivided. The lots were auctioned so that his family could regain financial solvency. In 1848, John Sutter's son, John August Sutter, Jr. commissioned a street grid survey by William H. Warner of the United States Army Corps of Topographical Engineers and Lieutenant William Tecumseh Sherman (see Figure 1). That year the city was platted. Each street measured 80 feet wide, with the exception of Front Street, which was located above the levee, and M Street (Capitol Mall), which measured 100 feet wide. Individual blocks measured 340 feet by 320 feet, and alleys were 20 feet wide. Sutter sold lots near the fort for \$250 and those on the embarcadero for \$500, and Peter Burnett was hired on December 30, 1848 to manage the sales.⁸⁵ Although the debts of John Sutter and the unscrupulous business practices of entrepreneur Sam Brannan eventually caused the sale of the Sutter land to pay off Sutter Sr.'s debt, the gridiron plan established on the former Sutter holdings laid the foundation for the development of the city.

⁸⁴ Steven M. Avella, *Sacramento: Indomitable City*, (San Francisco: Arcadia Publishing, 2003), 75.

⁸⁵ Nathan Hallam, "The Historical Evaluation of Sacramento's Central City Street Grid," (master's thesis, California State University Sacramento, 2008), 32-3.



Figure 14. This map shows the original plat of the city. The confluence of the American and Sacramento Rivers has not yet been moved north. Sutter Lake is also present.

Map of Sacramento City, & West Sacramento, 1850 Reprint of 1848 Sacramento plat map, William H. Warner.[Center for Sacramento History, Eleanor McClatchy Collection, 1982/004/068].

The new infrastructure of roads and lots created a basic physical plan of development for the city; however, governmental services were needed in order for the city to prosper. The majority of activities in Sacramento occurred on the embarcadero, where goods, supplies, and

passengers arrived via ship, and many of the first governmental services were located on the ships that brought them to Sacramento. The first post office in Sacramento was established in 1849 and was located on the *Whilton*, a ship docked at the Embarcadero on Front Street.⁸⁶ Likewise, the first local prison was comprised of cells within a ship. These services relocated to more permanent frame and brick buildings along I, J, and K streets near the waterfront. In the fall of 1848, George Zins constructed the first brick house in Sacramento on land he obtained from Sutter. The property was bounded by M, N, Front, and 2nd Streets. Zins manufactured bricks in Sacramento, stamped with his initials, which were used in the first brick buildings in the City.⁸⁷

Sacramento began to rise as a center for government, law, and order shortly after the Gold Rush began in the nearby foothills of the Sierra Nevada. This emergence of law and order was not unique to Sacramento. Many western towns were founded with the underlying ideal that men could move to the wilderness and successfully impose order on it and profit from it. Isolated from centralized government, some community members in western settlements sought to impose control and stabilize the area on their own. One such organization was the Society of California Pioneers. Members believed they were part of history—that conquering the untamed land and settling it was their responsibility. Article 1 of the society’s constitution reads,

its object shall be to cultivate the social virtues of its members, to collect and preserve information connected with the early settlement and conquest of the country, and to perpetuate the memory of those whose sagacity, enterprise, and love of independence induced them to settle in the wilderness and become the germ of our new state.⁸⁸

This desire to impose order on the frontier helped contribute to the Sacramento’s establishment as a city and the building of government institutions there. Court buildings were built in Sacramento within a few years of the onset of the Gold Rush. Disputes from outlying areas were often brought to Sacramento to deal with issues of the law. In 1850, the first California Legislature established county courts in each county. The courts resided over misdemeanors and also performed duties that would later be the responsibility of the Board of Supervisors such as supervising claims against the county and managing roads. This system was abolished in 1860 in favor of a Board of Supervisors for legislative and supervisorial purposes and a superior court with both civil and criminal jurisdiction.⁸⁹ The need to establish a legal center quickly was essential to western settlement. In Sacramento, local courts were used by leading merchants and landholders, who would often later become elected officials, to defend their sometimes dubious claims to land. Land ownership was concentrated and prices were high—leading to issues with squatters. Speculators used the courts to quash growing challenges to the legality of their land grants.⁹⁰

The City of Sacramento was incorporated on February 27, 1850. It preceded California statehood, which occurred on September 9, 1850, and was one of the original twenty-seven charter communities in California. In his role as the first mayor of Sacramento, Hardin Bigelow

⁸⁶ Center for Sacramento History, *Old Sacramento and Downtown*, 40.

⁸⁷ William L. Willis, *History of Sacramento County California with Biographical Sketches of the Leading Men and Women of the County Who Have Been Identified with Its Growth and Development from the Early Days to Present*, (Los Angeles: Historic Record Company, 1913), 56

⁸⁸ Society of California Pioneers, “Constitution and By-laws of the Society of California Pioneers, rev. (San Francisco: C. Bartlett, 1853), Library of Congress Internet Archive, accessed 1 April 2014, <http://www.archive.org/details/constitutionbyla01soci>, Article I.

⁸⁹ Willis, *History of Sacramento County California*, 212.

⁹⁰ Mark A. Eifler, “Taming the Wilderness within: Order and Opportunity in Gold Rush Sacramento, 1849-1850,” *California History* 79, no. 4 (Winter 2000/2001), accessed 1 April 2014, <http://www.jstor.org/stable/25463705>, 99-200.

encouraged citizens to raise the level of the levees along the rivers to protect the City from the frequent floods that plagued the region. The project was funded through a special \$250,000 tax assessment.⁹¹ Mayor Bigelow also promoted the establishment of fire companies, a county hospital, a city prison, and a garbage removal system.⁹² The businessmen of Sacramento, concerned with the success of the city as well as their personal industries, were synonymous with the local government at this time.

Battling the Elements

Sacramento's position as a successful center of commerce, even as it continued to attract more prospectors and residents, remained tenuous. Numerous fires and the cyclical flooding of the Sacramento and American rivers wreaked havoc on the new city. After another devastating flood in 1850, the city government undertook its first major project—building a rudimentary levee on the American River.⁹³ On February 5, 1850, citizens met at the City Hotel in Sacramento and established the first volunteer fire company, Mutual Hook and Ladder Company No. 1. The volunteer fire fighters fought a large fire on Front Street in April of that year, using a rig provided by Lewis and Bailey merchants.⁹⁴ Despite the establishment of several new firefighting companies and the installation of water cisterns on J and K Streets, fires continued to plague the city. On November 4, 1852, when Sacramento had a population of about 12,000, the city was nearly destroyed by fire.

Meanwhile, great floods in 1852 and 1853 prompted Sacramentans to strengthen the levees and raise the grade of the business district roughly five feet to improve drainage. The first floors of older buildings were converted to basements. Dirt was hauled in, and contractors built up, or “lifted,” I, J, and K Streets from the levee to the public square at 10th Street. Taxes on property owners paid for the undertaking. The establishment of firefighting companies and improved flood control measures created prosperity in the city for the remainder of the decade and made Sacramento an attractive option as the new location of the State Capitol.⁹⁵

Permanent Measures

To ensure that Sacramento would remain an economically viable city after the Gold Rush, the city competed with San Jose, Monterey, Vallejo, and Benicia to become the State Capitol in 1854. Sacramento ultimately won the bid because it had recently improved its levees, become a major transportation hub along the Sacramento River, and constructed a wealth of accommodations and facilities for legislators. In addition, the city offered multiple city blocks of land, a new brick courthouse, a fireproof archive for state documents, and a new state printing facility. In exchange for support from San Francisco, Sacramento also agreed to endorse that city's senatorial candidate, David Morse.⁹⁶ Early historian William L. Willis characterized what Sacramento had to offer the state government in the mid-19th century:

⁹¹ Heather Lavezzo Downey, “Raised Streets & Hollow Sidewalks Historic Context Statement,” (City of Sacramento and Sacramento Old City Association), 8 December 2010.

⁹² Willis, *History of Sacramento County California*, 42.

⁹³ Kenneth N. Owens, “River City: Sacramento's Gold Rush Birth and Transfiguration,” in *River City and Valley Life: An Environmental History of the Sacramento Region*, Christopher J. Castaneda and Lee M.A. Simpson, ed. (Pittsburgh: University of Pittsburgh Press, 2013), 56.

⁹⁴ Thor Severson, *Sacramento, An Illustrated History: 1839-1874, From Sutter's Fort to Capital City*, San Francisco: California Historical Society, 1973).

⁹⁵ Barbara Lagomarsino, “Early Attempts to Save the Site of Sacramento by Raising its Business District,” (master's thesis, Sacramento State College, 1969), 15, 28.

⁹⁶ Hallam, “The Historical Evaluation of Sacramento's Central City Street Grid,” 46.

[The first state legislature] met there [in Benicia] again January 2, 1854, when Governor Bigler submitted to it a communication from the mayor and council of Sacramento, tendering to the state the free use of the [county] courthouse, with its safe, vaults, etc., together with a deed for the block of land between I and J, Ninth and Tenth streets. On the 9th of February, Senator A. P. Catlin introduced a bill in the senate providing for the fixing of the permanent seat of government at Sacramento, and accepting the block of land, which was passed. The legislature then adjourned to this city, where the citizens received the members and state officers with an enthusiastic demonstration. The legislature met in the new courthouse March 1, 1854.⁹⁷



Figure 15. This stereocard image of the floods in January 1862 shows J Street looking east from the levee.

⁹⁷ Willis, *History of Sacramento County, California*, 360.

[Center for Sacramento History, Don Rivett Collection, 1984/032/001].

Sacramento officially became the seat of California's state government in 1854 amid a series of setbacks. Devastating fires in 1852 and 1854 destroyed many of Sacramento's businesses in the newly established downtown, including the county courthouse, which also served as the first State Capitol Building:

The first courthouse erected in Sacramento, at Seventh and I streets, was begun in June, 1850, and completed December 24, 1851. The sessions of the legislature of 1852 and 1854 were held in it. It was destroyed in the great fire of July 13, 1854, which consumed a large part of the business portion of the city. Immediately after the fire, a contract was entered into for the erection of the one on the same site which was recently demolished to make room for the new one at present being erected. The cost in toto [sic] was \$240,000, although the original contract was for \$100,000. The cornerstone was laid September 27, 1854, with Masonic ceremonies, and the building, which was of brick, was completed January 1, 1855, and was used by the state as a capitol from 1855 until the present capitol was built.⁹⁸

The state government began to share offices with the city and county in the Sacramento County Courthouse building. In 1856, the California State Legislature voted to build a new State Capitol building for \$300,000; however, it was some time before plans for the new capitol took shape. In 1858, the California State Legislature approved a bill to consolidate the Sacramento City and County governments to correct governmental inefficiencies and pay off debt incurred from the flood and fire emergency work.⁹⁹ The local governments remained merged for five years.¹⁰⁰

In 1860, the legislature accepted plans for a building to be constructed on the city blocks bound by 10th, 11th, L, and N Streets.¹⁰¹ However, during the floods of 1861-1862, the levee on the northeastern part of Sacramento failed to hold the river. This prompted the legislature to discuss abandoning Sacramento as the Capital City. A movement to raise the city's streets began as early as 1862 and in 1863, a newly commissioned Board of Trustees began the public-private project. The trustees hired contractors to fill the streets, but taxed private property owners to finance the effort. Private property owners were financially responsible for the costs of raising their own buildings (see Figure 4). They were also responsible for building the sidewalk in front of their buildings to meet the new street grade. Supporters of this solution believed it would result in higher property values, better public health, and help to assure Sacramento was the permanent state capital. The fear of losing the capital seat of the state was quite real in light of the State Legislature's flight to San Francisco during the floods of 1861-1862. The city's endeavor to raise the streets demonstrated the seriousness of its citizens' desire to remain the State Capitol. From 1862-1869, private property owners collaborated with contractors to bring in landfill to raise I, J, and K Streets about nine feet in grade on average from Front Street to about 12th Street. (see Figure 5).¹⁰²

⁹⁸ Willis, *History of Sacramento County*, 59.

⁹⁹ Heather Lavezzo Downey, "Raised Streets & Hollow Sidewalks Historic Context Statement," 11.

¹⁰⁰ Center for Sacramento History, *Old Sacramento and Downtown*, 40.

¹⁰¹ Center for Sacramento History, *Old Sacramento and Downtown*, 36..

¹⁰² Owens, "River City," 56; Downey 76-9, 87.



Figure 16. To avoid floodwaters, many buildings in Sacramento were raised in the 1860s and '70s. Pictured is the Sacramento County Courthouse being raised with jacks.
[Center for Sacramento History, California State Library Collection, 1968/110/238].

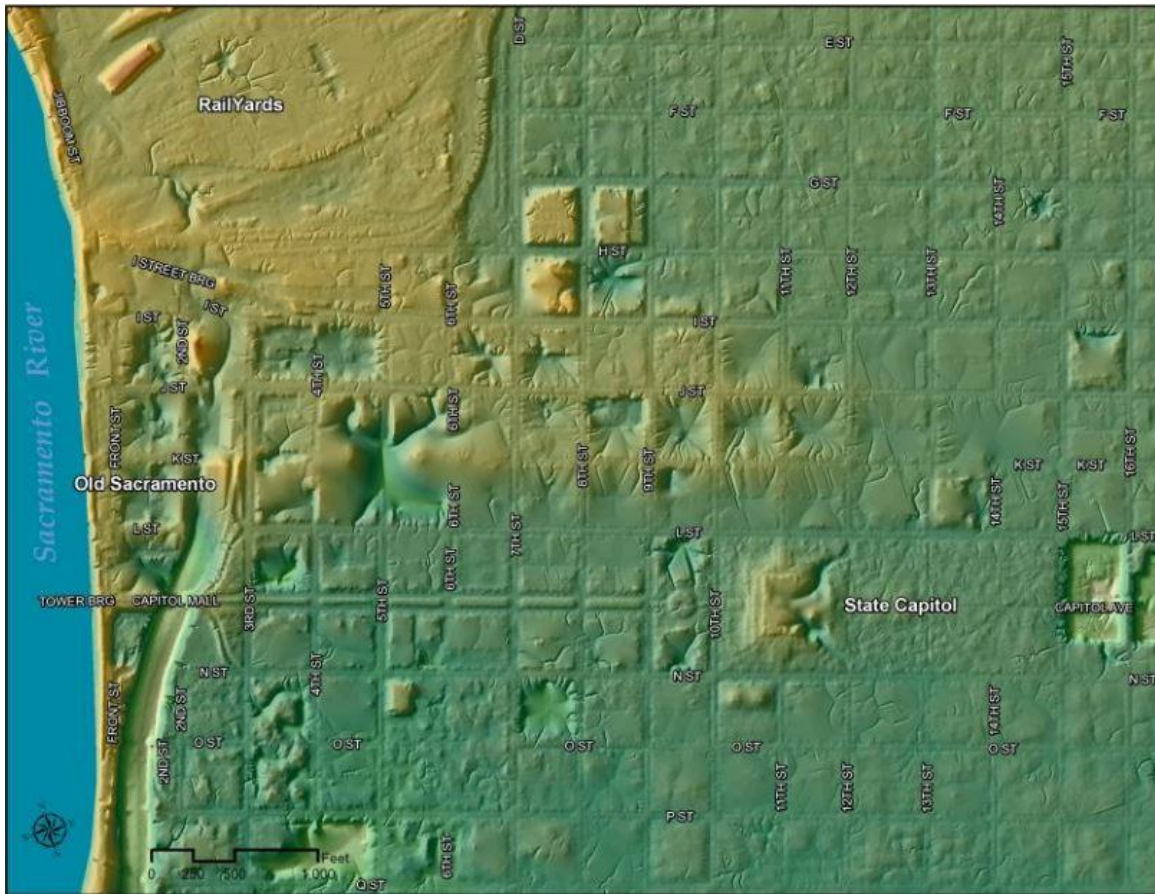


Figure 17. Bare Earth Map, Sacramento, City of Sacramento, 2003.

This map demonstrates those parts of downtown, including raised streets, which were filled during the street-raising project in the 19th-century, permanently modifying the landscape.

In 1866 Mark Twain, then a journalist for the *Virginia City Territorial Enterprise*, remarked on the effort:

...the energy and the enterprise the Sacramentans have shown in making this expensive grade improvement and raising their houses up to its level is in every way creditable to them, and is a sufficient refutation of the slander so often leveled at them that they are discouraged by the floods, lack confidence in their ability to make their town a success, and are without energy. A lazy and hopeless population would hardly enter upon such costly experiments as these when there is so much high ground in the State which they could fly to if they chose.¹⁰³

Between 1864 and 1868, the U.S. Army Corps of Engineers rerouted the American River at its confluence with the Sacramento River to a point further up the river, and dredged it of mining debris. By straightening a curve in the American River and joining the American and Sacramento rivers approximately one mile above their natural juncture, the Corps increased the flow of the river and decreased its likelihood of flooding. Dirt from the re-routing of the American River was used as fill for the City's raised streets. By the time the city had completed its project of raising the streets downtown in 1878, Governor William Irwin had created the Office of the State Engineer to investigate irrigation, drainage, and navigation of the state's rivers.

¹⁰³ Mark Twain, "Letter from Sacramento," *Territorial Enterprise*, 25 February 1866, accessed 10 December 2012, <http://www.twainquotes.com/18660200gt.html>.

Flood control efforts were necessary to secure Sacramento's status as the State Capital; however, these measures slowed the plans for the new Capitol Building. Mark Twain observed the pace of the project:

They have already got one capitol here, and will have another when they get it done. They will have fine dedicatory ceremonies when they get it done, but you will have time to prepare for that—you needn't rush down here right away by express. You can come as slow freight and arrive in time to get a good seat.¹⁰⁴

In 1854 Sacramento was named California's capital city. The State Supreme Court took space in the B.F. Hastings building (extant) at 2nd and J Streets. The building was constructed in 1853 and originally primarily housed shops and offices. With the exception of two years at a different location, the State Supreme Court met at the B.F. Hastings building until its new chambers in the State Capitol Building were opened for use in 1869, although the building was not completed until 1874.¹⁰⁵ Architects Reuben Clark and M.F. Butler modeled the California State Capitol to feature neoclassical architectural features common to the United States Capitol Building in Washington, D.C. and other state capitols. The building was designed to house the executive, legislative, and judicial branches of government. In 1864, Gordon P. Cummings became supervising architect after Clark fell ill and was hospitalized due to stress from the "continued and close attention to the building of the State Capitol in Sacramento."¹⁰⁶ Under his leadership, plans to clad the building with cast iron and stucco were changed to granite. The first story of the building was clad with granite quarried in Folsom, which was brought to Sacramento via the Sacramento Valley Railroad. The upper stories were clad with granite from Penryn, which was transported via the new Central Pacific Railroad.¹⁰⁷

The health and safety of Sacramento further improved when, in 1872, a State Legislative Act was passed to create a paid full-time fire department in Sacramento. Flood control efforts continued throughout the remainder of the nineteenth century. In 1880, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley, which consisted of a system of levees, weirs, and bypass channels to protect urban centers. The flood control plan was largely prompted by a flood of the Sacramento Valley in 1878, but did not gain federal financial authorization until 1917 when Congress authorized the Sacramento Flood Control System.¹⁰⁸

Expansion of State Government Buildings and the Capitol Complex

In 1872, the Capitol area increased in size from four blocks—bounded by L, N, 10th, and 12th Streets—to occupy ten blocks. The next major changes to the Capitol area were influenced by the City Beautiful movement—an effort to modernize and improve the health and beauty of cities. The movement, which originated in Chicago in the 1890s, was expressed in Sacramento through both civic and private buildings constructed from that time into the 1920s. Nearly thirty new buildings were constructed downtown during this period, many in Beaux-Arts and Neoclassical Revival styles typical of the time. Examples of these buildings include City Hall,

¹⁰⁴ Twain, "Letter from Sacramento."

¹⁰⁵ Center for Sacramento History, *Old Sacramento and Downtown*, 36.

¹⁰⁶ California State Capitol Museum, *California State Capitol History* part II, "Construction: Concept to Reality," accessed 1 April 2014, <http://capitolmuseum.ca.gov/virtualtour.aspx?Content1=1482&content2=1474&content3=350>.

¹⁰⁷ California State Capitol Museum, "Capitol History," (2009), accessed 27 December 2012, <http://capitolmuseum.ca.gov/architecture.aspx>.

¹⁰⁸ Jeff Crawford and Jessica Herrick, "Intelligent Engineering: William Hammond Hall and the State Engineering Department," *Sacramento History Journal* 4, no. 1-4, 2006.

designed by Sacramento architect Rudolph Herold (1911); the City Justice Building designed by Shea and Lofquist (1916); the National Gold Bank of D.O. Mills and Company, designed by Willis Polk (1912); and the Southern Pacific Railroad Depot Building, designed by Bliss & Faville (1925).¹⁰⁹



Figure 18. Postcard of the Capitol and Capitol Extension Buildings. Date sometime between the completion of the Capitol Extension in 1928 and construction of the East Annex to the Capitol in 1949.

Source: Page & Turnbull's collection.

As California's state government matured, the Capitol building became crowded. In 1911 the city deeded two blocks bounded by L, N, 9th and 10th Streets to the State. Two new buildings were approved, but World War I slowed progress. In the 1920s, Sacramento legislators became concerned that Sacramento would lose its concentration of state government offices and that departments would be scattered to different cities, particularly San Francisco. In response, the State Legislature approved \$3 million in bonds to construct two new buildings: a State Office building and the State Supreme Court and State Library Building. Designed by the San Francisco Bay Area architectural firm Weeks & Day in the Greek Revival style, construction of the two new buildings west of the State Capitol was completed in 1928. When the State Supreme Court and State Library offices vacated the two-story apse located on the east end of the State Capitol Building in 1928, the State Controller's Office moved into their former spaces. In 1929, Harland Bartholomew and Associates, the nationally-renowned urban planning firm from St. Louis, prepared a comprehensive plan for Sacramento, which proposed the construction of monumental public buildings on M Street (Capitol Mall).¹¹⁰

The onset of the Great Depression slowed, but did not cease, construction, thanks to both city

¹⁰⁹ Sacramento Heritage, Inc., "Sacramento's City Hall Area Walking Tour," 2011, accessed December 2013, http://www.sacramentoheritage.org/files/Downtown_Tour_City_Hall_Area_Writeup_booklet.pdf.

¹¹⁰ Capitol Buildings and Planning Commission, the California State Capitol Plan - Preliminary (December 1960), 2.

planning efforts and federal funding, which Sacramento was successful in obtaining, largely due to the military installations located within the city (see **Post-World War II, Redevelopment, and Transportation Context**). The Sacramento City Council pledged \$25,000 in 1929 towards the construction of a new post office. In 1931, the Sacramento architecture firm of Starks & Flanders designed a new Federal Building and Post Office at 801 I Street. During the mid-1930s, two more office buildings were added across N Street from the Capitol: the Public Works Building and the Department of Motor Vehicles (DMV) building, designed by George B. MacDougal. In 1935, there was a movement to extend Capitol Park to 2nd Street between L and N streets using federal Public Works Administration (PWA) funds. Other federal money began filtering into Sacramento in the late 1930s as the country prepared to enter World War II, and in 1940 the State Planning Board and the Division of Architecture recommended construction of state buildings around Capitol park instead of to the west along Capitol Avenue.¹¹¹

In the late 1940s, the California State Government began to increase its staff in order to respond to the post-World War II growth. The state took steps to prepare for a full-time government, developing mosquito abatement programs and installing air conditioning in its buildings.¹¹² In 1947, the City Planning Commission recommended the creation of a Capitol Mall along which to develop state government buildings (see **Post-World War II, Redevelopment, and Transportation Context**). The Capitol Building was enlarged in the meantime.¹¹³ In 1949, the apse of the Capitol was removed and the East Annex was constructed to hold offices for the governor, lieutenant governor, legislators, and other state officials. The new five-story annex cost \$7.25 million and took two years to complete.¹¹⁴ All the while, a discussion of a Capitol Mall project continued. In 1949, Southern California architects Richard Neutra and Robert Alexander studied the West End neighborhood (roughly the area west of the Capitol Building to the Sacramento River between I and R streets) to create one of the first urban redevelopment plans for the city. Although this plan was never realized, it received national recognition for its unique concepts to recover subterranean spaces abandoned when the City's streets and sidewalks were raised as underground parking, and intensify commercial development around large courtyard spaces.¹¹⁵ In response, the City of Sacramento created a Civic Improvement District around Capitol Park and the mall and extended the district's west boundary from 7th Street to the Sacramento River.¹¹⁶

Until the 1950s, all state buildings and major additions were constructed immediately around the Capitol and Capitol Park; however, the government continued to grow and development was no longer restricted to the vicinity around the Capitol. In 1953, a new Education Building on Capitol Mall was completed, construction of the Personnel Board and Employment buildings began, and the new Federal Office Building on Capitol Mall, designed by Sacramento architect Harry Devine, was nearing completion. The city's redevelopment agency also planned to construct apartment buildings south of the mall and commercial development to the north (see **Post-World War II, Redevelopment, and Transportation Context**).

During this time, the various government agencies employed 40 percent of non-farm workers in Sacramento—the greatest concentration of government employees in the state. Elsewhere in California, the percentage of non-farm workers employed by the government was closer to

¹¹¹ "The California State Capitol Plan," adopted by the Capitol Building and Planning Commission under Edmund G. Brown, Sacramento, 1960.

¹¹² Avella, *Sacramento: Indomitable City*, 117.

¹¹³ "The California State Capitol Plan," 1960.

¹¹⁴ Center for Sacramento History, *Old Sacramento and Downtown*, 40.

¹¹⁵ Thomas S. Hines, *Richard Neutra and the Search for Modern Architecture: a Biography and History* (Berkeley: University of California Press, 1982), 230.

¹¹⁶ "The California State Capitol Plan," 1960.

seventeen percent. In the 1960s, Governor Edmund C. Brown reorganized the executive branch to create centralized departments. Jesse Unruh, Speaker of the California State Assembly, helped expand and modernize the state legislature. With the approval of Proposition A1 in 1966, a full-time California State Legislature was at last created, bringing a greater number of workers—and residents—to Sacramento.¹¹⁷

Redevelopment and the California Capitol Plan

The expansion of California State Government coincided largely with redevelopment efforts in Sacramento (see **Post-World War II, Transportation and Redevelopment Context**). In fact, the majority of redevelopment efforts were spurred by the presence of the State Government and a desire to present the city as a clean, beautiful, and well-planned State Capital. Efforts in Sacramento were part of a national movement of postwar urban renewal to clean up cities—especially downtown areas.¹¹⁸ The West End neighborhood, located between Tower Bridge on the Sacramento River and the Capitol, was one of the first areas slated for redevelopment. As presented in *Architectural Forum* in 1959, “Visualize first, one of the strongest and most stable cities in the nation that is also the Capital of the State of California. Visualize too, almost 200 acres of land extending from the existing Central Business District and the State Capital buildings to the Sacramento River to be wiped clean of almost all building and made available for new construction.”¹¹⁹

¹¹⁷ Avella, *Sacramento: Indomitable City*, 117.

¹¹⁸ Lizabeth Cohen, “Buying into Downtown Revival: The Centrality of Retail to Postwar Urban Renewal in American Cities,” *Academy of Political and Social Science*, 611 *The Politics of Consumptions/The Consumption of Politics* (May 2007), 84-5.

¹¹⁹ *Architectural Forum*, 1959.



Figure 19. Construction of the Employment Development Department (EDD) Building on September 26, 1954. The building is an example of modifications made to Sacramento's original street grid to accommodate new, larger developments. [Center for Sacramento History, Ralph Shaw Collection, 1972/212/1578].

By 1960, the state occupied twenty-three publically owned buildings (including annexes), and nineteen leased buildings (including offices, special purpose buildings, and warehouses). The state owned 69.8 acres in central Sacramento that included Capitol Park, garages, parking lots, warehouses, and the Governor's Mansion;¹²⁰ note, this acreage may also include some property which later became part of the State Parks & Recreation system. Grouping the departments of State Government made it easier for staff to gather for meetings and exchange information. However, as traffic increased in the city and offices became dispersed, the legislature desired a master plan for the Capitol and state government buildings. In July 1960, the State Legislature created the Capitol Building and Planning Commission, which created the first California State Capitol Plan later that year. The California State Capitol Plan was a physical plan that specified the location and design of buildings, forms, parks, plazas, pedestrian ways, drives, streets, and parking facilities. It focused on the area bound by L Street on the north, Q Street on the south, 7th Street on the west, and 17th Street on the east. To provide greater design flexibility and to accommodate larger programs, the plan promoted the creation of seven superblocks, or pedestrian islands, by closing streets within the plan area to vehicular traffic. Purchase of land within the plan area was encouraged before implementation began and property values increased. The California State Capitol Plan promoted the removal of the State Office Building

¹²⁰ "The California State Capital Plan," 1960.

and Library and Courts buildings in the Capitol Extension area.¹²¹ The California State Capitol Plan envisioned L Street from 7th to 17th Streets as a growing commercial district akin to San Francisco's Union Square.¹²² Nearby, west of 7th Street between N and P Streets, the Capitol Towers project was completed in 1964.¹²³ Capitol Towers assembled four blocks to create a 'super block,' closing public streets and alleys between the four blocks and demolishing everything on the parcels. Noted San Francisco architectural firm Wurstrer Bernardi & Evans, and landscape architect Lawrence Halprin were hired to create a residential complex of both towers and lower scale multi-family units in a park-like setting. Though some of the original designs were not realized and some modifications have occurred, the complex is relatively intact.¹²⁴ In the 1970s, the deterioration of the Capitol building and the state government's need for more space prompted discussion of demolishing the Capitol. Two towers were proposed on the same site as the existing Capitol. In 1974, this plan was struck down in favor of restoring the 1861 Capitol building.¹²⁵ A major project to seismically strengthen the State Capitol was initiated in 1976. Renovation work undertaken to structurally reinforce the entire building—including the dome—cost \$68 million and continued until 1982.¹²⁶

In 1977, a second California State Capitol Plan was drafted to update the 1960 Capitol Plan. As the second Capitol Plan explained, the State had purchased lands south of L Street and demolished extant buildings to construct high-rise office buildings within park-like campus settings. The state legislature approved funding for the 1960 Capitol Plan, purchased ninety percent of the land and demolished many of the buildings, reducing the residential population downtown from 4,000 to about 1,000. Two office buildings, the Central Heating and Cooling Plant and the State Resources Building, were constructed in the 1960s. Additional cleared sites were used for surface parking lots. However, the election of Governor Ronald Reagan in 1967 and the change in administration caused the 1960 Capitol Plan building program to be curtailed. Rather than build new state government buildings that consolidated governmental departments, the new administration encouraged the State to lease space from the private sector to meet state office needs. In the early 1970s, Reagan's administration also centralized in Sacramento many state offices which had been regionally based throughout the state, relocating state employees to Sacramento—by 1976, the state was leasing 1,190,000 net square feet of office space at fifty-five office locations in Sacramento, including properties, such as the Julia Morgan-designed Public Market building, which often suffered unfortunate interior remodeling to accommodate the new offices. The 1977 Capitol Area Plan called for the consolidation of these offices in state-owned buildings and revisions to the 1960 Capitol Plan.¹²⁷

¹²¹ "The California State Capital Plan," 1960.

¹²² "The California State Capital Plan," 1960, 20.

¹²³ Ken Lastufka, "Redevelopment of Sacramento's west End, 1950-1970: A Historical Overview with an Analysis of the Impact of Relocation," (master's thesis, California State University Sacramento, 1985).

¹²⁴ David Gebhard, Robert Winter, and Eric Sandweiss, *The Guide to Architecture in San Francisco and Northern California* (Layton, UT: Gibbs-Smith, 1985), 413.

¹²⁵ California State Capitol Museum, *California State Capitol History* part III, "Growth: Rebuild or Restore?" accessed 1 April 2014, <http://capitolmuseum.ca.gov/virtualtour.aspx?Content1=1482&content2=1466&content3=388>.

¹²⁶ Center for Sacramento History, *Old Sacramento and Downtown*, 40.

¹²⁷ "The California State Capital Plan," 1977, adopted by the Capitol Building and Planning Commission under Edmund G. Brown, Jr. Sacramento.



Figure 20. The map above designates exiting open space, housing, office, and parking areas located immediately around the Capitol Building and Park.

Source: *Capitol Area Plan* (1977), 7.

Under the 1977 Capitol Plan, the Department of General Services (DGS) was appointed as the advisory committee of the Capital Area Plan. The new plan sought to clarify the relationship of the state to the local city government, coordinate planning efforts, and ensure that the Capitol Area received public services. The state recognized that, as a “major landholder and employer in Sacramento, it had an obligation to ensure that developmental actions be of the highest quality.”¹²⁸

Since 1977, DGS and the Capitol Area Development Authority, a joint powers authority between the state of California and the City of Sacramento, have administered the Capitol Area Plan to guide smart growth development of the Capitol Area.¹²⁹ The Capitol Area Development Authority (CADA) was founded in 1978 to “implement the residential and neighborhood commercial objectives of the State Capitol Plan. This plan, adopted in 1977 and updated in 1997, was the forerunner of the smart growth movement.”¹³⁰ The organization operates a

¹²⁸ “The California State Capital Plan,” 1977

¹²⁹ “Capitol Area Plan Progress Report,” (January, 2012), accessed 11 December 2012, <http://www.documents.dgs.ca.gov/Legi/Publications/2012LegislativeReports/CapAreaProgress2012.pdf>.

¹³⁰ Capitol Area Development Authority, “The CADA Story,” (June 2011), accessed 11 December 2012, <http://www.cadanet.org/wp-content/uploads/2011/06/onlineVersion.pdf>.

business model that closely parallels a private real estate management and development company. CADA responds to government mandates, including rebuilding the areas demolished by the 1960 State Capitol Office campus plan and rebuilding a key section of the R Street Corridor, a former industrial neighborhood. Operational expenses of CADA are paid for by the management of its properties and development opportunities. Some of CADA's goals are to attract workers back to the city center by creating mixed uses in the Capitol Area that include residential units and services for residents. At least twenty-five percent of the residential units it creates or manages are affordable to low- and very low-income households. CADA financed construction of the State Office of Buildings and Grounds at 13th and O Streets as well as the adaptive reuse of the Capital Athletic Club at 8th and O Streets.¹³¹

State Government Today

The California State Government remains Sacramento's largest employer today. Following the economic recession of the late 2000s, the decline of the dollar, and the drain on resources as a result of the Iraq War, California's budget deficit has slowed the growth of the number of state jobs, which in turn inhibits expansion of state government facilities and programs in the region. As of December 2007, the California State Government owned and occupied nearly 10,000,000 square feet within Sacramento's downtown, in addition to more than 3,000,000 square feet that was under construction at that time.¹³²

The current focus on sustainable practices will likely shape development in the State Capital, and the global movement toward sustainability has profoundly affected California and Sacramento public policy. Long-range planning programs include the State Green Building Initiative, the Sacramento Area of Council Governments regional Blueprint Project, and the City of Sacramento's General Plan, Climate Action Plan, and Sustainability Master Plan, which will maximize the use of existing infrastructure and explore sustainable development policies.

Historic Themes and Associated Property Types

The following section summarizes important themes in the history of state government in Sacramento and identifies property types that reflect these themes. Significance and integrity discussions follow each property type so that additional resources relating to the history of state government may be evaluated in the field. The significance discussion describes the criteria for which a resource may be historically significant and the integrity narrative provides guidance to determine whether the resource retains sufficient integrity to convey its historic significance.

The primary historic themes and events which characterize the history of state government in Sacramento include:

- State governmental buildings followed developmental trends in the city: businesses and services migrated from the Sacramento River Embarcadero to structures in immediate proximity to the river and were subsequently relocated to more permanent, purpose-built structures.
- Building infrastructure (e.g. flood control plan) and maintaining services (e.g. fire department) were crucial for Sacramento to remain the State Capital.
- Development of a Capitol Area – concentrating state office buildings around the State Capitol building, Capitol Park and, later, Capitol Mall, and providing new residential communities – driven by urban planning concepts including the City Beautiful movement,

¹³¹ Capitol Area Development Authority, "The CADA Story."

¹³² City of Sacramento, *Sacramento Railyards Specific Plan*, (EIP Associates: Sacramento, CA: 2007), 15.

mid-century redevelopment, and more recent sustainable development efforts.

Identification

For the purposes of determining eligibility for historic designation, two categories of resource types have been developed based on the previous discussion of property types. Each category includes certain specific types of resources as listed below:

1. Institutional: This category includes all resources associated with the California State Capitol Building and Capitol Park, early twentieth-century civic buildings designed to complement the Capitol, 1930s office and departmental buildings, and development site planning for office and departmental buildings or complexes constructed as part of the 1960 Capitol Plan.
2. Government-Sponsored Development & Related Projects: This category includes the City's flood control/street-raising efforts undertaken to ensure the State Capitol remained in Sacramento, and the development of Capitol Mall and related new construction of major office buildings along Capitol Mall, as well as various projects facilitated by CADA.

Institutional Buildings

Properties associated with the California State Government in Sacramento are primarily institutional buildings that are concentrated in the Capitol Area and downtown. One such example is the B.F. Hastings building in Old Sacramento. Throughout its history, the building housed the state Supreme Court, offices for telegraph companies, merchants, and Wells Fargo & Company. Today, the building is administered by the California Department of Parks and Recreation and houses the Wells Fargo History Museum.¹³³ As was the tradition in many American cities over the course of the nineteenth and twentieth centuries, civic buildings (whether representing city, state, or federal governments) were commonly designed on a grand scale in Classical Revival, specifically Neoclassical, and Beaux Arts styles. The Classical Revival architectural movement, most popular in the United States between 1790 and 1860, was based on the use of Roman and Greek forms.¹³⁴ Classical Revival styles were typically used for public buildings. Neoclassical buildings were characterized by front gable roofs with pediments supported by columns, domed roofs, and symmetrical facades. The Beaux Arts Style, most common between 1880 and 1930, gained prominence at the 1893 World's Fair in Chicago and became synonymous with the "City Beautiful" movement which promoted modernization and the improved sanitation through the beautification of cities. The Beaux Arts style was a grandiose interpretation of Classical Revival architectural forms and was characterized by flat or low-pitched roofs, full-height, paired columns, and typically included garlands, quoins, or other decorative detailing. Both the Classical Revival and Beaux Arts styles were used to convey civic and corporate wealth and power.

State government buildings in Sacramento reflect this trend to use Neoclassical and Beaux Arts architectural styles for public buildings. Most notably, the California State Capitol Building (completed in 1874) is demonstrative of the Neoclassical Style. Other classically-inspired institutional buildings that are part of the Capitol Area complex include the Library and Courts Building located at 914 Capitol Mall and the Jesse Unruh Building (originally known as Office Building No. 1) located at 915 Capitol Mall, both of which were designed by the architectural firm

¹³³ "B.F. Hastings Building," California State Railroad Museum (2011), accessed 1 April 2014, <http://www.csrnf.org/visitor-information/other-california-state-park-sattractions-in-old-sacramento/bf-hastings-building>.

¹³⁴ Cyril M. Harris, *Illustrated Dictionary of Historic Architecture* (New York: Dover Publications, 1977).

Weeks & Day, were completed in 1928. Other institutional properties associated with the California State Government may include office and departmental buildings constructed in the Art Deco/Moderne style, such as the Public Works Building and the Department of Motor Vehicles (DMV) buildings designed by George B. MacDougal along the south side of Capitol Park in the 1930s. Institutional properties associated with the state government also include buildings constructed along Capitol Mall as part of the 1960 Capitol Plan. Other significant office buildings developed along Capitol Mall after its 1960s creation include the Harry Devine-designed, International Style, Federal Courthouse and larger structures built for office and financial firm headquarters.

Significance

Institutional buildings may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register Criteria i, ii, iii, iv and v. As the places that personify the authority of the state government and house its officials and personnel, institutional properties are typically large and iconic and are often grouped geographically. Properties eligible for listing in the National Register under Criterion A, California Register Criterion 1, or Sacramento Register criteria i (Event) should be at least 50-years-old or older and will have a close association with the California State Government as an institution or be associated with an important historical event or pattern relating to the development of the state government in Sacramento or California.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Register Criterion ii (Person), institutional buildings should be at least 50-years-old and should be closely associated with a significant person or persons associated with the California State Government.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register Criterion iii (Design/Construction), institutional buildings should be at least 50 years old, and should “represent the work of a master or possess high artistic values” and may also demonstrate distinctive characteristics of a “type, period, region, or period of construction.”

Integrity

Of the seven aspects of integrity, institutional properties should retain, in order of importance: design, materials, workmanship, association, location, setting, and feeling; please note for local evaluations, the Sacramento Register does not address integrity of “feeling.” Institutional buildings typically express the values of the governmental administration or key individuals that built them and therefore it is most important for the property to retain the bulk of its physical characteristics, especially its original design and materials. Institutional buildings are typically more elaborate than other types of state government-related properties and often embody unique examples of workmanship, which should be retained. Association with the property’s original builder/owner and a sense of the era of construction are also important to convey the significance of a resource. Location and setting are also important aspects, providing the physical and functional contexts for the resource.

Government-Sponsored Development Projects

Capitol Mall, which was first planned in the 1940s and developed as part of the 1960 Capitol Plan, is representative often-popular mid-20th century planning and design principles. It is characterized by wide boulevards, lighting, promenades, plazas, and multi-story towers developed on large consolidated parcels within a landscaped setting, and often wholesale

removal of older buildings on the blocks along with the original grid streets. Properties in the area developed or constructed 50 or more years ago may be eligible for listing in the Sacramento, California, and National Registers. Therefore, the historic significance of the area should be evaluated.

Resources associated with the early 1970s Capitol Area Plan revisions, guided by then State Architect Sim van der Ryn and planner Peter Calthorpe were considered exceptionally significant and should be evaluated once the resources attain the fifty-years of age threshold. Numerous California State Government-sponsored building and development projects were realized after the establishment of the Capitol Area Development Authority (CADA) in 1978. Though many of these projects entailed new residential and commercial construction, several entailed the rehabilitation of historic buildings. These include the adaptive reuse of the Capital Athletic Club located at 8th and O Streets; the relocation of four Victorian-era residences to an infill site at 14th and Q Streets; the rehabilitation of single-family residence at 17th and O Streets; and the rehabilitation of the historic Enos Grocery Store at 1500 Q Street.¹³⁵

Significance

Government-sponsored development projects may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register criteria i, ii, iii, or iv. The built legacy of the California State Government is not limited to its institutional buildings. Rather, the state government has sponsored, developed, and implemented many development, land assembly, streetscape and construction projects throughout Sacramento, many of which were realized since the 1940s. Properties eligible for listing in the National Register under Criterion A, California Register Criterion 1, or Sacramento Register under Criterion i (Event) should be at least 50 years of age and will have a close association with the California State Government as an institution or be associated with an important historical event or development pattern relating to the development of the state government or state governmental planning and land assembly projects.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Register criterion ii (Person), government-sponsored building projects should be at least 50 years of age and should be closely associated with a significant person or persons associated with the California State Government or state planning and development efforts.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register criterion iii (design/construction), government-sponsored building projects should be at least 50 years of age and should “represent the work of a master or possess high artistic values” and may also demonstrate distinctive characteristics of a “type, period, or method of construction”

Integrity

In regard to government-sponsored building projects, the seven aspects of integrity in order of importance should be: design, workmanship, materials, association, location, setting, and feeling; please note for local evaluations, the Sacramento Register does not address integrity of “feeling.” Because the historic character of government-sponsored development projects is often the result of a combination of aesthetic treatment and planning principles, it is important

¹³⁵ California Area Development Authority, “The CADA Story, ”

that enough of the original design, including massing, spatial relationships, and style, remain intact in order to convey how the property or properties were used. Materials and workmanship might be considered as slightly less important because government-sponsored building projects may be subject to budgetary constraints, and the focus may be more on functionality and visual cohesion than on craftsmanship. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express its significance within the framework of the state government context. Since government-sponsored development projects may have been constructed as part of a complex, as infill, or the consolidation of land and streets, it is crucial that these resources relate to both immediate and broader contexts, and integrity of location and setting should be retained for this reason.

■ RAILROAD CONTEXT STATEMENT

“As we pass the watermark of 150 years of statehood here in California, keep in mind the men and women who saw not gold, but iron rails stretching into the distance...Manifest Destiny and an irrepressible American spirit provided the dream; California was the place; and the Iron Horse made it a reality.”¹³⁶

Beginning in the mid-nineteenth century, first with water transportation and then with overland rail transportation, Sacramento developed into a major transportation hub in California and the entire West Coast, especially after becoming the western terminus of the first transcontinental railroad in 1869.¹³⁷ Through opportunistic and politically-savvy business efforts, especially of the men who came to be called “The Big Four,” both freight and passenger railroad industries thrived, providing employment to generations of Sacramentans; at its peak, the Southern Pacific’s Central Shops north of downtown employed nearly one-third of Sacramento.¹³⁸ The railroads garnered national attention for California, the region and the city, inviting outsiders to experience the west and the Capital City. Through the competing interests of various railroads, several railroad depots, industrial yards, and infrastructure such as rail corridors, railroad levees and bridges were constructed. Thus, the advent of the railroad was highly influential in shaping Sacramento’s built environment. Some of the important themes which characterize the history of railroads in Sacramento include the railroad depots and shops complexes, development of business, industrial and warehouse areas within the city as a result of railroad construction, the expansion of railroad service to enhance Sacramento’s role relative to California agricultural and industrial facilities, electrification of the railways, and the reuse of railroad tracks, rail corridors and infrastructure, including the railroad levees and bridges.

Early Modes of Transportation

In the pioneer days of California, travelers reached Sacramento and its environs through a variety of modes of transportation via land and river. The Sacramento River became a thriving conduit used by numerous vessels for trading, dredging, and the transportation of passengers and goods. The first steam boat to navigate the river from San Francisco, the *Sitka*, arrived in Sacramento in 1847. Approximately 250,000 tons of goods were shipped on the river to

¹³⁶ “Rails to the Pacific.” California State Railroad Museum (2011), accessed 4 January 2013, <http://www.csrnf.org/explore-and-learn/railroad-history/the-transcontinental-railroad/rails-to-the-pacific>.

¹³⁷ Kyle K. Wyatt, “Significant Dates: Transcontinental Completions,” *Central Pacific Railroad Photographic History Museum. California State Railroad Museum*, accessed 23 December 2013, http://cprr.org/Museum/Transcon_Dates.html.

¹³⁸ National Park Service, Southern Pacific, Sacramento Shops (Central Pacific Railroad Company, Sacramento Shops). HAER CA-303, 2001.

Sacramento at the height of the Gold Rush in 1851, and this number increased to 415,000 tons in 1853.

Land transportation was the other principal means of transport to Sacramento. In 1849, the area's first coach and wagon line moved passengers and freight between the city and Mormon Island, a mining boom town, the remnants of which are now located under Folsom Lake. The number and extent of stage and freight lines expanded rapidly, and by 1861 the California Stage Company offered service to Sacramento from as far away as Portland, Oregon.¹³⁹

However, none of these early modes of transportation would become more inextricably associated with the development of Sacramento than the railroad.

The Men Who Built the Railroads

Caucasian, Irish immigrants primarily made up the railroad workforce in the 1850s, during the construction of the Sacramento Valley Railroad. When these men abandoned the railroad to pursue mining, or threatened to strike and demanded higher pay, Chinese laborers, also exclusively men, were hired to replace them.¹⁴⁰ The Central Pacific, which strove to become the first transcontinental railroad, began hiring laborers in 1865. Chinese workers made up nearly 90% of their workforce; Irish immigrants made up the remaining 10%. Although the numbers are approximate because many Chinese laborers were unrecorded, the workforce has been estimated to be around 10,000 laborers during the construction of the transcontinental line. Conditions were extremely treacherous: workers used 19th century technology to remove large granite rock faces in the Sierra Nevada and used explosives to create tunnels. Leland Stanford declared that without Chinese laborers "it would be impossible to complete the western portion of this great national enterprise, within the time required by Acts of Congress."¹⁴¹

After the Transcontinental Railroad was completed, many of the Chinese laborers moved on to other jobs working on rail lines; others returned to China. Some settled in California and sent for their families to join them. Although state laws prohibited the Chinese from owning property, Chinese railroad workers settling in Sacramento established a Chinatown along the I Street banks of Sutter Lake, known as "China Slough." Sacramento's Chinatown, which was located between 2nd and 6th Streets on I Street, included markets, a store, a bar, a boarding house, and gambling houses. When Chinese railroad workers settled in Sacramento, they continued to congregate along the I Street banks. By 1909, however, the city and Southern Pacific Railroad expelled Chinese families from China Slough. After the population was relocated, this portion of I Street sat for over ten years as an open sandlot, serving as a streetcar loop and automobile parking lot.¹⁴²

¹³⁹ Thor Severson, *Sacramento, An Illustrated History: 1839-1874, From Sutter's Fort to Capital City* (San Francisco: California Historical Society, 1973), 166-70.

¹⁴⁰ Dawn Emord and David Bushong, "The Workers of the Central Pacific," *The Transcontinental Railroad: Different Faces Behind "The Work of the Age*, accessed 10 December 2012, <http://bushong.net/dawn/about/college/ids100/workers.shtml>.

¹⁴¹ Leland Stanford, "Central Pacific Railroad Statement Made to the President of the United States, and Secretary of the Interior, on the Progress of the Work. 10 October 1865, accessed December 2013, <http://cprr.org/Museum/Chinese.html>.

¹⁴² George Kraus, "Chinese Laborers and the Construction of the Central Pacific," *Utah Historical Quarterly* 37, no. 1 (Winter 1969), 57, accessed 1 April 2012, http://utah.pfs.com/awweb/guest.jsp?smd=1&cl=all lib&lb_document_id=34650.

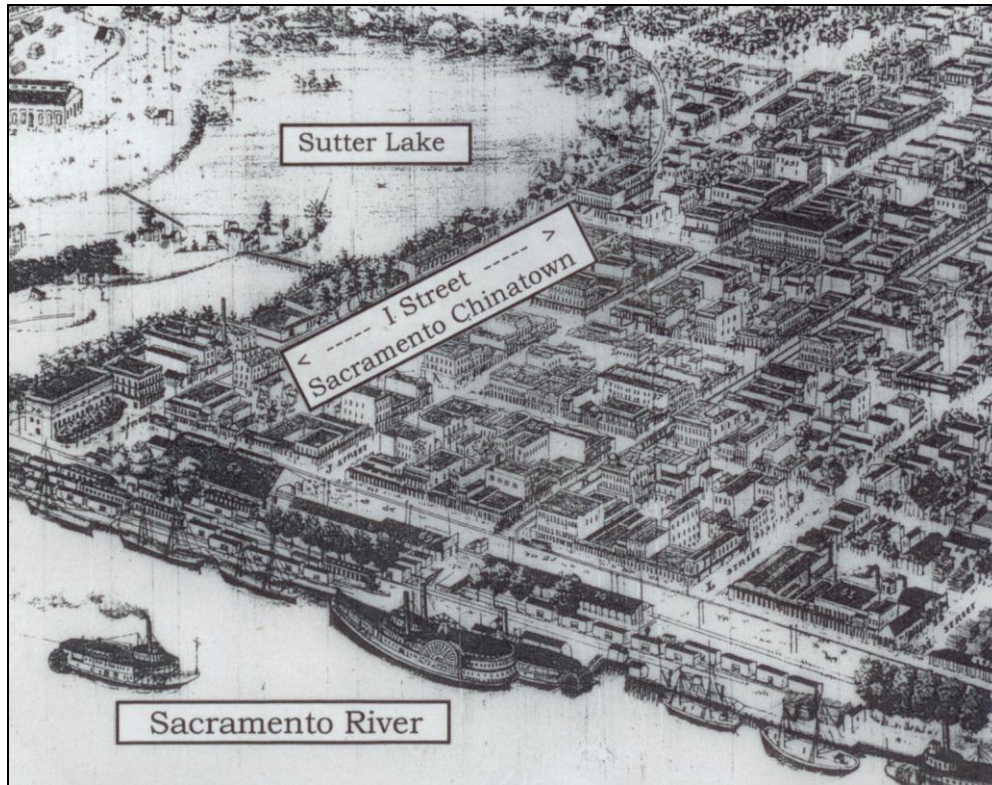


Figure 21 The buildings on the north side of I Street, adjacent to Sutter Lake were demolished when “China Slough” was filled to make way for the Southern Pacific Railyard. The buildings on the south side of I Street were demolished during redevelopment of the West End in the 1950s.

Source: Lawrence Tom, Brian Tom and the Chinese American Museum of Northern California. 2010. *Images of America, Sacramento's Chinatown. 1873 Illustration of Chinatown.* p. 18.

Beginning around 1910, Mexican immigrants arrived in Sacramento County to find work in the booming railroad and agriculture industries. Because of the proximity to the Southern Pacific railyard and several major canneries, sizeable Mexican populations developed in the West End and Alkali Flat neighborhoods, and by the early 1940s, there were approximately 2,000 Latinos residing in Sacramento.¹⁴³ At the onset of the Second World War, Congress recognized the shortage of American laborers and arranged for a sponsorship program of Mexican laborers with the Mexican government. It was known as the Bracero (Spanish for “strong arm”) Program. Two separate labor programs were initiated: a railroad program that operated from 1942 until 1945 and an agriculture program that was extended many times by supplemental legislation until 1964, though the agreements covered laborers until 1967.¹⁴⁴ The total number of immigrant laborers steadily increased through the 1940s, when nearly half of all Sacramento cannery workers were from Mexico.¹⁴⁵ By the end of the Bracero Program in 1964, millions of Mexicans had immigrated to the United States.

¹⁴³ City of Sacramento, *Alkali Flat/Mansion Flats Strategic Neighborhood Action Plan* (accepted by City Council 23 August 2005), accessed 4 January 2013, http://www.cityofsacramento.org/dsd/planning/long-range/snaps/documents/Final_SNAP_08_30_05.pdf, 7.

¹⁴⁴ Armando Navarro, *Mexicano Political Experience in Occupied Aztlan: Struggles and Change* (Walnut Creek, CA: Alta Mira Press, 2005), 375.

¹⁴⁵ Steven M. Avella, *Sacramento: Indomitable City* (San Francisco: Arcadia Publishing, 2005), 108.

The Railroads: Developed through Competition

Railroad companies began to form in Sacramento and San Francisco which competed for right-of-ways and financial support. In Sacramento, the Sacramento Railroad and Sacramento Valley Railroad companies vied to establish rail lines through the new city. Formed in 1853 and headed by prominent Sacramentans Peter H. Burnett and James Ben Ali Haggin, the Sacramento Railroad was promoted as a locally-run railroad company with Sacramento's best interests at stake. Although board members of the rival Sacramento Valley Railroad lived in Sacramento and included Henry E. Robinson and William H. Watson, its financial backers were more strongly associated with projects in San Francisco.¹⁴⁶ Sacramento Valley Railroad board member Charles Lincoln Wilson, who owned several steamship companies, toll roads, and bridges in San Francisco, led this railroad's investors.

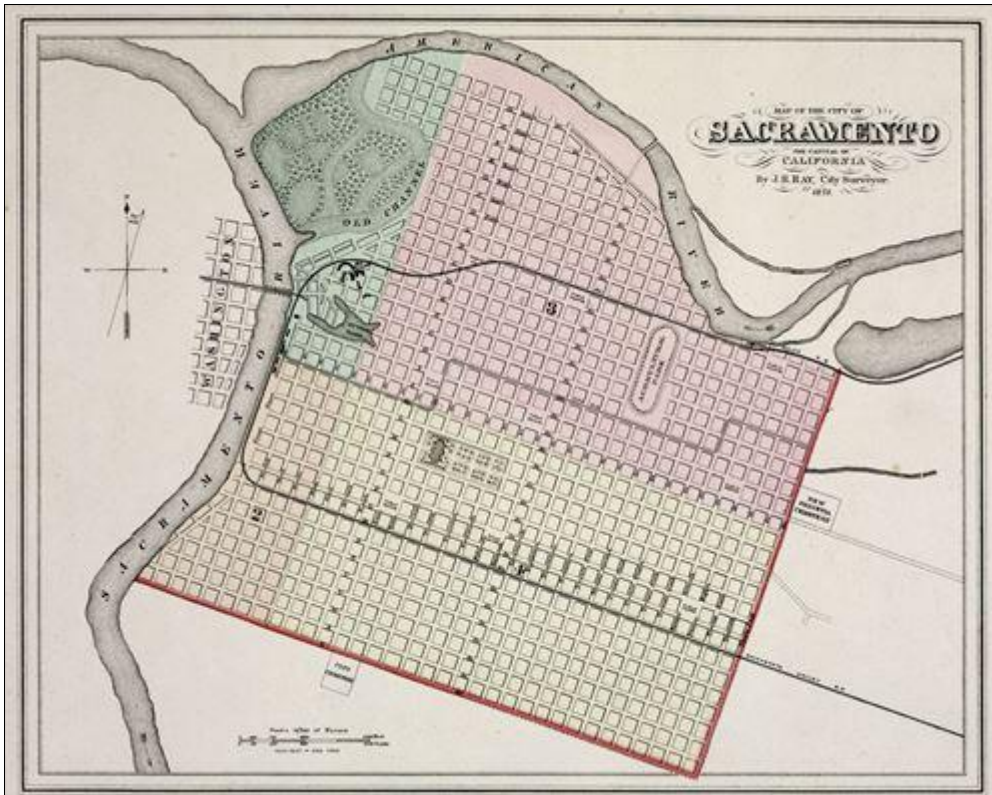


Figure 22. This map depicts the city limits as of 1873, in addition to Sacramento's early rail lines. The Sacramento Valley Railroad enters the city at R Street. The Central Pacific Railroad, part of the Transcontinental Railroad (later operated by Southern Pacific) enters the city between its northern boundary and the American River. A City Railroad travels the distance of the city. The map also shows the old and new channels of the American River that resulted from changing the confluence of the Sacramento and American Rivers.

Map of the City of Sacramento. The Capitol of California. 1873, J.R. Ray, City Surveyor. [Center for Sacramento History, Eleanor McClatchy Collection, 1982/004/0417].

The Sacramento City Council granted to the Sacramento Railroad the route along A Street at the city's northern boundary, which led to the city center. R Street was granted as the Sacramento Valley Railroad's right-of-way. Both lines were essentially equidistant from the city's center at that time, J and K Streets. Wilson brought engineer Theodore Judah to California to

¹⁴⁶ Wendell Huffman, The Placerville Branch of the Southern Pacific: A History of the Sacramento Valley and the Placerville & Sacramento Valley Railroads. Unpublished draft. (1998).

survey the Sacramento Valley Railroad route, while Wilson raised money for the project and negotiated with the firm of Robinson, Seymour, and Company to construct the road bed and lay track. California's first steam railroad and the first "common carrier" railroad, the Sacramento Valley Railroad, opened in 1856 to great fanfare. The twenty-two mile route ran between Sacramento and Folsom.

Sacramento's rapidly developing overland transportation system contributed greatly to its bid to become the State's Capital city in the mid-1850s. Its position at the juncture of the Sacramento River and the new railroad was economically advantageous and its business district offered amenities for State legislators who would relocate to the area. The city earmarked multiple city blocks for the construction of a new Capitol building and had recently completed a new brick courthouse and state printing facility. In light of the fires that had ravaged the city in recent years, Sacramento also offered to construct a fire-proof warehouse in which to archive state documents.¹⁴⁷

To supplement the city's early levee-building efforts, the City Council required railroad companies to construct and maintain levees on the right-of-ways granted through Sacramento; however, this program was met with varying success.¹⁴⁸ The city granted railroad right-of-ways in areas where the city was most vulnerable to flooding from the American and Sacramento Rivers. Thus, when the Sacramento and the Sacramento Valley Railroads—the first railroad companies in Sacramento—were granted routes, these routes were well outside the northern and southern boundaries of Sacramento's business district. In accordance with this ordinance, the Sacramento Valley Railroad constructed a levee on R Street prior to the establishment of its tracks. However, the Sacramento Railroad proposed for the northern boundary of the city was never constructed. In 1861, December storms caused the American River to breach the city's levee at the northern boundary of Sacramento and the R Street levee trapped the floodwater within the downtown area. The railroad company was forced to remove a portion of the levee to allow the floodwater to escape.¹⁴⁹

¹⁴⁷ Nathan Hallam, "The Historical Evaluation of Sacramento's Central City Street Grid," Thesis submitted in partial satisfaction of the requirements for the degree of Master of Arts in Public History at the University of California at Sacramento (2008).

¹⁴⁸ Huffman, The Placerville Branch of the Southern Pacific.

¹⁴⁹ "1862 Sacramento Flood view From the Levee at R Street," 1862, Center for Sacramento History, Eugene Hepting Collection.

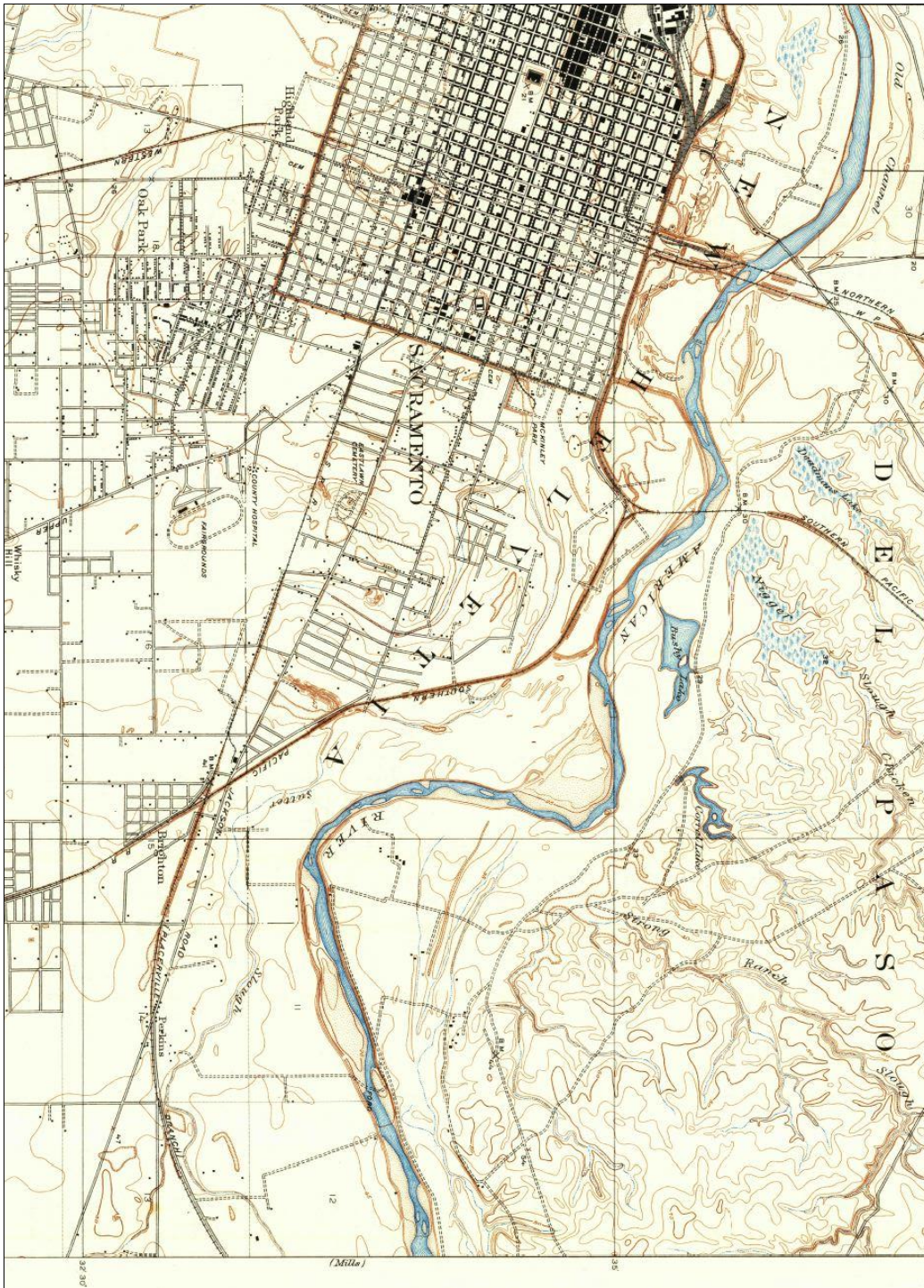


Figure 23. Map depicting the railroad lines through Sacramento. The original Central Pacific Transcontinental line (labeled Southern Pacific because they began leasing the line from the Central Pacific in the 1880s) approaches the from the northeast, crossing the American River.

Source: USGS Historical Topographical Map Collection. Brighton, CA, 1911-1947.

The following section provides an overview the railroad companies that competed within the City of Sacramento.

Sacramento Valley Railroad

The Sacramento Valley Railroad (often abbreviated as SVRR) opened for business in 1856 and was arguably, the first steam railroad and first common carrier railroad west of the Mississippi River. An open-sided freight depot with a ticket counter was constructed near Front and L Streets, and the track ran south along the river, and then eastward along R Street for 22 miles to the terminus in Folsom (formerly known as Granite City).¹⁵⁰ The route was surveyed by engineer Theodore Judah, who had been lured to California from the East Coast by the prospect of, one day, completing the first transcontinental railroad

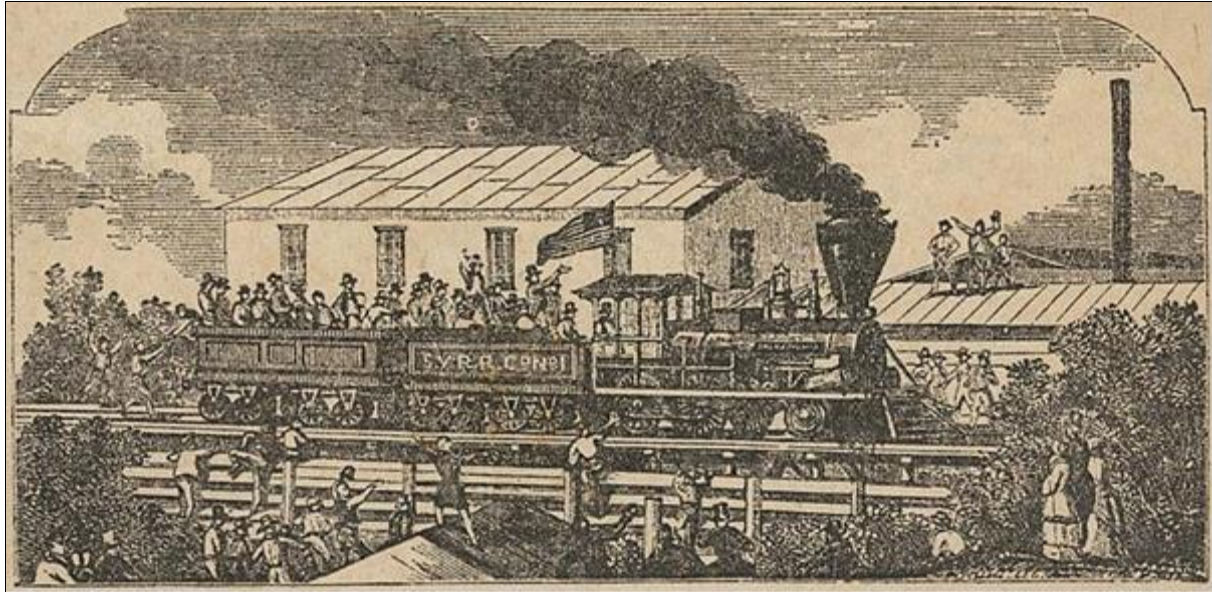


Figure 24. This illustration appeared in the January 1, 1856 issue of the *Pictorial Union* and depicts the initial run of the Sacramento Valley Railroad on August 17, 1855. The SVRR was the first railroad west of the Mississippi River, running between downtown Sacramento and Folsom.

[Center for Sacramento History, David W. Joslyn Collection, 1855/08/17].

Central Pacific Railroad

Following the completion of the Sacramento Valley Railroad, Judah traveled to Washington, D.C. in an attempt to gain support from legislators for a transcontinental railroad. The immediacy of the Civil War caused Congress to be less responsive than Judah anticipated. Meanwhile, he published detailed studies of potential routes over the Sierra Nevada for what he named the Central Pacific Railroad, though during this time he was removed from his position as chief engineer of the Sacramento Valley Railroad because of conflicting interests. He eventually found investors in Sacramento to finance the endeavor. These included four businessmen who came to be known collectively as the “Big Four”: Collis P. Huntington, Mark Hopkins, Charles Crocker, and Leland Stanford. The Central Pacific Railroad (often abbreviated as CPRR or CP) was incorporated in 1861, and under the Pacific Railroad Act of 1862, signed by former railroad attorney and then President of the United States, Abraham Lincoln, the company was ordered to construct the western portion of the transcontinental railroad.¹⁵¹

¹⁵⁰ “The Railroad Stations of Sacramento,” *California State Railroad Museum* (2011), accessed 10 December 2012, <http://www.csrnf.org/visitor-information/other-california-state-park-sattractions-in-old-sacramento/central-pacific-railroad-passenger-station/the-railroad-stations-of-sacramento>.

¹⁵¹ Library of Congress, “Pacific Railway Act,” *Primary Documents in American History*, 30 July 2010, accessed 23 December 2013, <http://www.loc.gov/rr/program/bib/ourdocs/PacificRail.html>.

The groundbreaking ceremony for the Central Pacific Railroad occurred on January 8, 1863, at the foot of K Street near the waterfront. This momentous event, which was made possible by Theodore Judah and the Big Four, is interpreted in a mural painted around 1929 by John A. MacQuarrie located in the waiting room of the Southern Pacific's extant passenger depot on I Street. The Central Pacific's (later Southern Pacific) railroad shops were initially built on 20 acres of landfill in Sutter Slough (also known as Lake Sutter or China Slough), which was roughly bounded by G Street to the north, 3rd Street to the east, I Street to the south, and Front Street to the west. Construction of freight and passenger depots on the waterfront between I and K Streets followed, and the first passenger train ran in April 1864.¹⁵² Over the coming years, the operations were enlarged to include a new passenger depot, fences, a refreshment stand, a telegraph office, and a baggage room.¹⁵³

During the 1860s, the Central Pacific purchased competing railroad companies, including the Sacramento Valley Railroad in 1865 and the original Western Pacific Railroad (the first of two companies to use that name) in 1867, which were incorporated into the Central Pacific's expanding rail network in Northern California. The Central Pacific line ran out of Sacramento to the northeast and joined with the Union Pacific Railroad at Promontory, Utah, in May 1869 to complete the First Transcontinental Railroad.¹⁵⁴ In 1876, the Central Pacific purchased the California Pacific Railroad (often abbreviated as Cal-P), which ran trains between Sacramento and Vallejo and a ferryboat service between Vallejo and San Francisco.¹⁵⁵

In 1870, the Central Pacific completed construction of the world's first permanent hospital reserved for the care of railroad employees. The Central Pacific Railroad Hospital was located at the southwest corner of 13th and D Streets and occupied one quarter of the block. The four-story building could accommodate 125 patients.¹⁵⁶

Southern Pacific Railroad

While the Central Pacific was being constructed, its owners, the Big Four, purchased another railroad, the Southern Pacific Railroad (often abbreviated as SPRR, SP, or Espee) in 1868. The Southern Pacific was established in 1865 as a transcontinental railroad to connect Texas and California. By 1870, the operations of the Southern Pacific and Central Pacific railroads were combined.

¹⁵² Severson, *Sacramento, An Illustrated History*, 176.

¹⁵³ "The Railroad Stations of Sacramento," *California State Railroad Museum*.

¹⁵⁴ Severson, *Sacramento, An Illustrated History*, 179-80.

¹⁵⁵ Roy J. Jones, "The Old Central Pacific Hospital," Central Pacific Railroad Photographic History Museum, accessed 10 December 2012, http://cpr.org/Museum/CPRR_Hospital.html.

¹⁵⁶ Jones, "The Old Central Pacific Hospital."

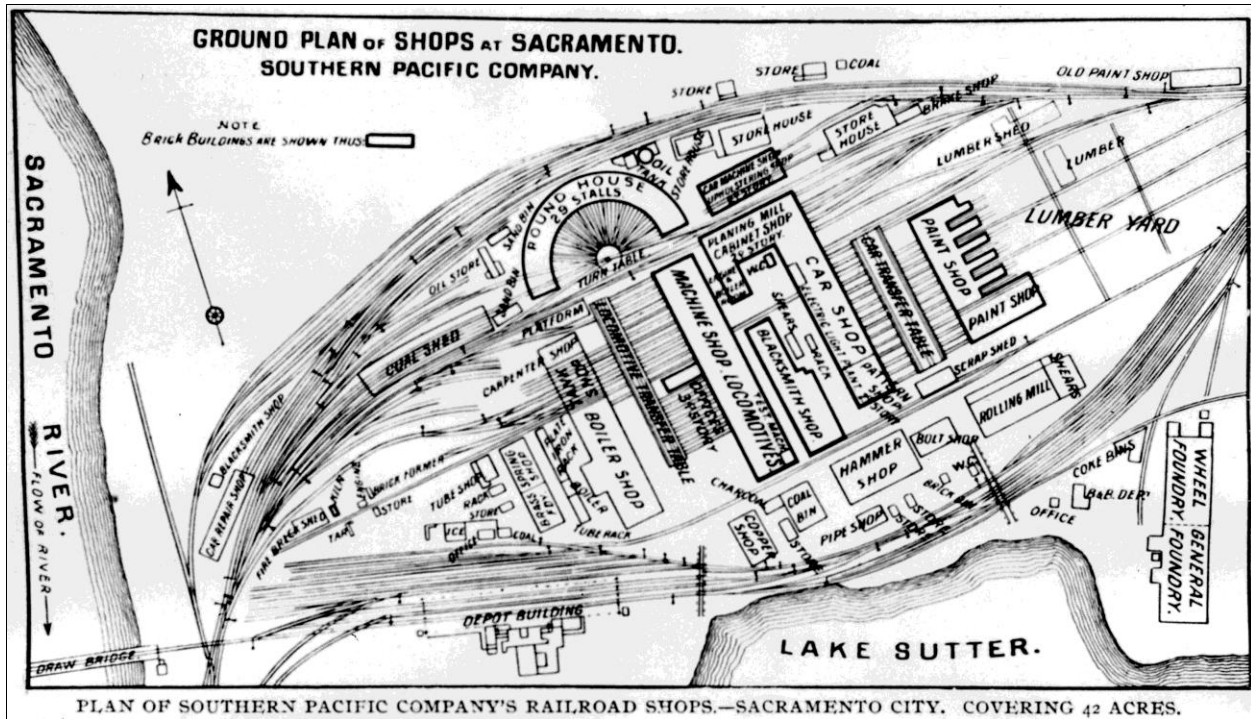


Figure 25. 1895 map of the shops of the Southern Pacific Railroad. The former depot is to the west of Lake Sutter. [Center for Sacramento History, City of Sacramento Collection1 1985/026/0001].



Figure 26. Photograph of the Southern Pacific Railroad shops circa 1940s.
[Center for Sacramento History, Jeff Redman Collection, 1997/028/0041].

To support the newly combined company, a rail yard shops area was constructed in which to maintain tools and machines, and to design and manufacture locomotives and other rail cars.¹⁵⁷ The Central and Southern Pacific Company filled in a portion of what remained of Sutter Slough and increased the size of its expansive railyard and shops to nearly 50 acres.¹⁵⁸

Beginning in 1867, the first permanent railyard buildings were constructed in the Central Shops, which formed the nucleus of the railroad operations. These buildings included the Roundhouse, Car Shop and Planing Mill, Machine Shop, Blacksmith Shop, and Paint Shop. Their location on the bank of Sutter Lake entailed substantial and deeply dug foundations. The Central Shops expanded to the south in a strip along the north side of the tracks. Other than the Roundhouse, which was demolished in the 1950s, the early Central Shops buildings still stand.¹⁵⁹

¹⁵⁷ Gordon Chappell, "The Sacramento Locomotive Works of the Central Pacific and Southern Pacific Railroads, 1864-1999," *Cultural Resources Management* 22, no. 10 (1999), accessed 18 December 2012, <http://crm.cr.nps.gov/archive/22-10/22-10-20.pdf>.

¹⁵⁸ Dougherty, "Southern Pacific, Sacramento Shops (Central Pacific Railroad Company, Sacramento Shops)," (2001) HAER Report, CA-303.

¹⁵⁹ City of Sacramento. Sacramento Railyards Specific Plan Draft Environmental Impact Report, August 2007.

As Sacramento became an important transportation hub, and there was a need for a proper depot to accommodate the large numbers of people arriving in the city. A Gothic Revival-style depot known locally as Arcade Station was constructed there in 1879 (see Figure 7); however, this building was replaced by the present Southern Pacific Passenger Depot, opened in 1926.¹⁶⁰



Figure 27. The Central Pacific Depot, located on G Street between 2nd and 3rd Streets, was replaced by the Southern Pacific Depot in 1926.

[Center for Sacramento History, A.R. Phillips Jr. Collection, 1976/033/0001].

By 1910, the powerful and pervasive Southern Pacific Railroad employed one third of the jobs available in Sacramento.¹⁶¹ Workers were usually hired locally, and the railroad frequently employed families.¹⁶² The railroad shop workers lived throughout the entire city, including the soon to be annexed suburbs like Oak Park, as well as in the Alkali Flat neighborhood immediately east of the Shops complex and also in Labor Market Area between Front and 6th Streets and between I Street and the M/N Alley, which was home to farm and factory laborers, transients and homeless, as well as railroad employees.

Several bridges for horse-drawn vehicles had been constructed over the Sacramento River since the 1850s (including two wooden bridges and an earlier railroad bridge constructed by the Central Pacific), but in 1911, the Southern Pacific constructed a new steel railroad bridge over the Sacramento River at I Street to replace the former wooden truss that carried highway and

¹⁶⁰ William Burg, *Sacramento's K Street* (Charleston, SC: The History Press, 2012), 54.

¹⁶¹ "Timeline," Sacramento History Online, accessed 10 December 2012, http://www.sacramentohistory.org/resources_timeline.html.

¹⁶² Dougherty, "Southern Pacific Sacramento Shops," HAER Report.

railroad traffic.¹⁶³ The so-called I Street Bridge (extant) is a double-decker swing bridge constructed entirely of steel. Since the first train crossing on April 12, 1912, the upper deck of the bridge has been open to automobile traffic and the lower deck has always been used by trains.¹⁶⁴



Figure 28. The I Street (foreground) and Tower (background) Bridges pictured in December 1955. [Center for Sacramento History, Frank Christy Collection, 1998/722/0272].

¹⁶³ National Park Service, "I Street Bridge," National Register of Historic Places Nomination Form, prepared by John W. Snyder. (February 1981).

¹⁶⁴ Bill Lindelof, "Sacramento's I Street Bridge Celebrates 100 Years," *Sacramento Bee*, 4 May 2012, accessed 10 December 2012, <http://www.sacbee.com/2012/05/04/4461242/sacramentos-i-street-bridge-celebrates.html>.



Figure 29. Southern Pacific Depot at 401 I Street circa 1925.
[Center for Sacramento History, Jeff Redman Collection, 1997/028/046].

As early as 1910, the Southern Pacific planned to replace the outmoded Arcade Station with a new fashionable passenger depot intended to be “one of the finest stations on the [West] Coast.”¹⁶⁵ The timing of this decision likely relates to the arrival in Sacramento of the competing Western Pacific Railroad and the construction of its elegant passenger depot in 1909 (extant and described below). Although the final grading and filling of Sutter Slough were completed by 1919, architectural plans for the Southern Pacific’s new depot were not prepared until 1924, due to a series of delays including the onset of the First World War. The (extant) depot was designed in a Mediterranean Revival style by the architectural firm of Bliss & Faville and was constructed by general contractors Davidson & Nichol森, both firms from San Francisco (see Figure 9). The building’s design was published in several national magazines and its completion was celebrated locally with much fanfare. In 1926, the year the depot was completed at 401 I Street, sixty-four (64) passenger trains carrying an average of 4,500 passengers and twenty-two (22) freight trains stopped at the new depot each day.¹⁶⁶ Traffic through the new depot was only matched during the movement of troops during World War II.

¹⁶⁵ *The Architect and Engineer of California* 23, no. 2 (December 1910), 100.

¹⁶⁶ National Park Service, “Southern Pacific Railroad Company’s Sacramento Depot,” National Register of Historic Places Nomination Form (1975), accessed 13 December 2012, <http://pdfhost.focus.nps.gov/docs/NRHP/Text/75000457.pdf>.

Western Pacific Railroad

The Western Pacific Railroad (often abbreviated as WPRR or WP)—the second company in history to use that name—was established in 1903 as a new transcontinental line and arrived in Sacramento in 1907, effectively disrupting the Southern Pacific’s monopoly over rail transportation to and from the state capital. Beginning in 1906, the Western Pacific Railroad approached numerous property owners to purchase an 80’-wide right-of-way between 19th and 20th Streets. The citizens of Sacramento voted to approve the railroad’s proposal for a landscaped parkway flanking the tracks, with overhead pedestrian crossings at major intersections;¹⁶⁷ neither the landscaped parkway nor the overhead crossings were ever built. The new rail line’s construction resulted in the demolition or relocation of many stately (and vernacular) residences as the new transcontinental railroad line was constructed in a north-south route through the city, generally between 19th and 20th Streets, just east of the downtown.¹⁶⁸

The Western Pacific passenger depot (extant) was constructed in 1909 between J and K streets, east of 19th Street. Freight service began that year, and passenger service began in 1910. The depot was designed in the Mission Revival style by Willis J. Polk, the San Francisco representative of D.H. Burnham & Co. of Chicago who was becoming a prominent architect in his own right (See Figure 10).



Figure 30. Former Western Pacific passenger depot.

Source: Page & Trumbull.

The Western Pacific Shops (also known as the Jeffery Shops after Edward Turner Jeffery, the company’s president from 1913 to 1917) were constructed on Sutterville Road in the south side of the city. The shops became the railroad’s principal maintenance facilities for its machines and

¹⁶⁷ Burg, *Sacramento’s K Street*, 62-3.

¹⁶⁸ The Railroad Stations of Sacramento,” *California State Railroad Museum*.

tools and were a major employer in Sacramento. The shops closed in the 1980s and were later demolished.¹⁶⁹

Industry: Refrigeration, Plants, and Canneries

The Sacramento Valley has always been considered an agriculturally wealthy region, with a climate and geography that make farming a lucrative profession. Sacramento was a major nexus for the transportation of both people and goods; a large amount of goods transported were agricultural products.

During the latter half of the nineteenth century, numerous advancements were made in the railroad and agriculture industries. Modern technology in the 1860s introduced the prototypes of refrigerated railroad cars, and the first express train shipment of Sacramento Valley-grown fruit was delivered to the East Coast in 1886.¹⁷⁰ Refrigeration on the railways improved such that by the mid-1890s, approximately 75 percent of all fruit that was transported from California to the East Coast originated in the Sacramento Valley.¹⁷¹

The Pacific Fruit Express Company (or PFE) was established in 1906 as a joint venture by the Southern Pacific and Union Pacific railroads to transport perishable goods eastward from California, and later from the Pacific Northwest and the Southwest as well. The PFE initially operated a fleet of 6,600 refrigerated railroad cars known as “reefers,” and this number increased to 40,000 by 1928.¹⁷² The Western Pacific had a contract with the PFE from 1923 until 1967 and provided its own refrigerator service.¹⁷³ The transportation of goods from Sacramento began in nearby Roseville, where the world’s largest ice plant (or icing station) was located. The reefers were “pre-iced” and sent to a loading point—often along Sacramento’s embarcadero—before returning to Roseville to be repacked with ice and shipped out.¹⁷⁴ In 1920, Cartensen’s Crystal Ice, Sacramento’s primary ice supplier, constructed a warehouse on the R Street rail corridor at 18th Street.

By the early twentieth century, Sacramento was well-established as a bustling center of business in California, especially on Front Street. According to Sacramento historian William Burg, “[By 1910, a] wall of warehouses and wharves lined the Sacramento River from I Street to R Street. Front Street was a maze of railroad tracks, transferring goods from Sacramento’s granaries, canneries, breweries, lumber mills and other industries to riverboats and barges. The riverfront was Sacramento’s working heart, from the Southern Pacific Shops on the north end of the city to the Friend & Terry lumber mill on Front and V Street.”¹⁷⁵

¹⁶⁹ Avella, *Sacramento: Indomitable City*, 147.

¹⁷⁰ “Railroads and Agriculture,” *California State Railroad Museum*, accessed 10 December 2012, <http://www.csrnf.org/explore-and-learn/railroad-history/california-calls-you/railroads-and-agriculture>.

¹⁷¹ “Timeline,” *Sacramento History Online*.

¹⁷² Richard J. Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West 1850-1930* (Berkeley: University of California Press, 2005).

¹⁷³ “Western Pacific, The Last Transcontinental Link,” *Western Pacific Online*, accessed 10 December 2012, <http://www.wplives.com>.

¹⁷⁴ Interstate Commerce Commission, *Decisions of the Interstate Commerce Commission of the United States* vol. 32 (Washington, D.C.: 1915), 18-9.

¹⁷⁵ William Burg, “Sacramento: 1910,” *Midtown Monthly*, 1 April 2010, accessed 10 December 2012, <http://www.midtownmonthly.net/life/sacramento-1910>.

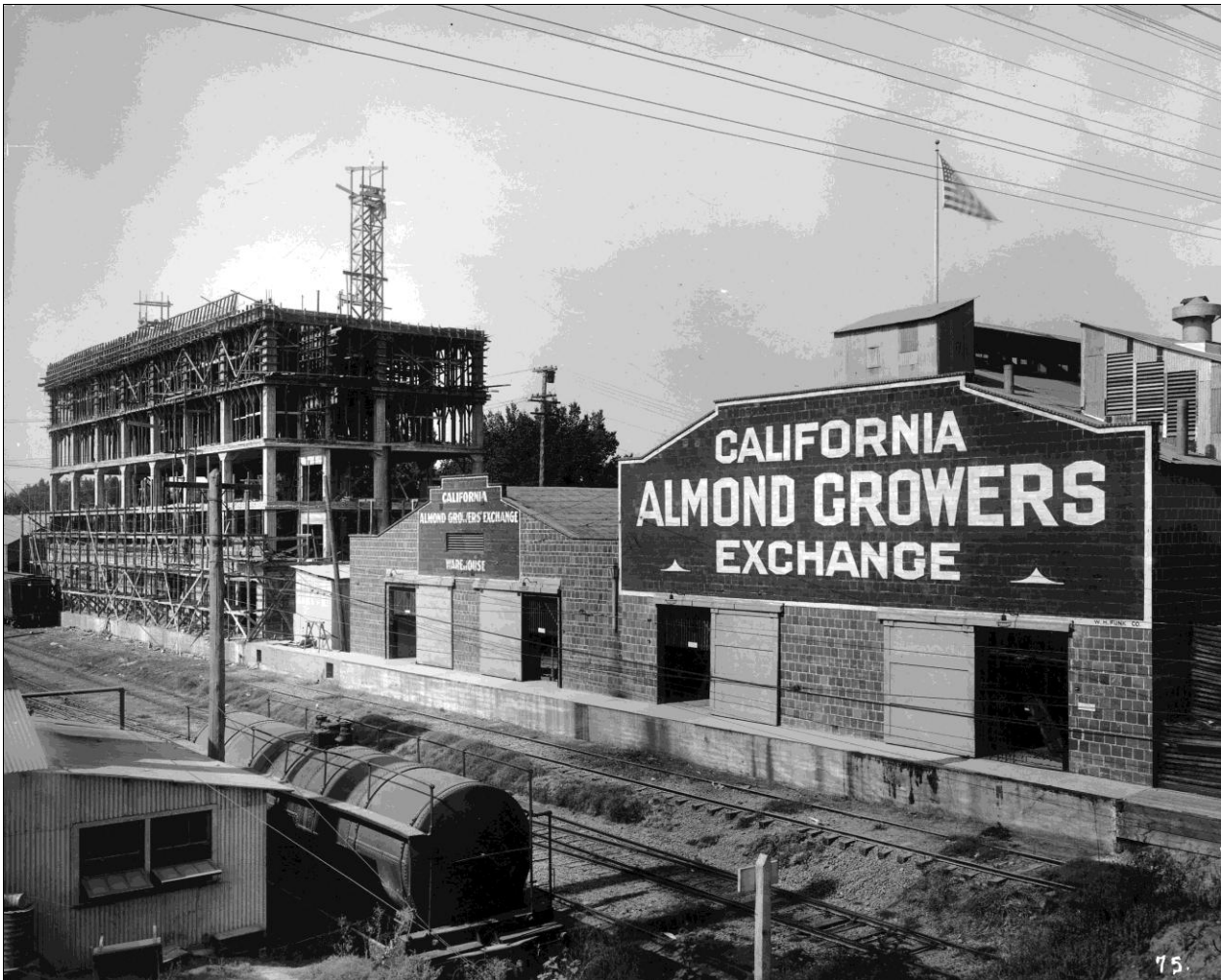


Figure 31. The California Almond Growers Exchange facility, shown here circa 1929, like most of Sacramento's canneries and packing plants, had excellent rail access.

[Center for Sacramento History, California Almond Growers Exchange Collection, 1981/006/005].

As the agriculture industry continued to thrive during the first decades of the twentieth century, the railroads constructed spur lines to service many of the new canneries, packing plants, and factories that were being constructed in and around Sacramento. In 1912, Libby, McNeill & Libby opened the largest fruit and vegetable cannery on the West Coast at a nine-acre complex located at the intersection of 31st Street (now Alhambra Boulevard,) R Street, and Stockton Boulevard (extant) (see Figure 12).¹⁷⁶ The cannery was described as having "excellent rail connections, having two spur tracks connected with the Southern Pacific railroad and the Northern Electric railway. Track No. 1 extends the entire length of the main building, the tracks being at such a level that the car floor is even with the 16-foot concrete platform that extends between the main building and the tracks. Green fruit is received over this track and unloaded directly from cars to the receiving room."¹⁷⁷ The California Almond Grower's Exchange, first plant, constructed in 1914 at 18th and C Streets, also enjoyed excellent rail access (see Figure 11). California Packing Company (Calpak) Plant No. 11 (extant) was constructed in 1925 at the intersection of 17th and C streets. Of the four canneries that were owned by the California

¹⁷⁶ Burg, "The Big Tomato," *Midtown Monthly* (11 March 2011), accessed 10 December 2012, <http://www.midtownmonthly.net/life/the-big-tomato/>.

¹⁷⁷ C.W. Geiger, "Libby, McNeill & Libby's Sacramento Cannery," *Canning Age* (January 1921), 12.

Packing Company and constructed in Sacramento, all were served by two railroads, and Calpak Plant No. 11 is the sole remaining facility.



Figure 32. This image, circa 1920, shows the Libby, McNeil & Libby cannery, which was located at 31st Street (Alhambra), R Street, and Stockton Boulevard along the R Street rail corridor.
[Center for Sacramento History, David L. Joslyn Collection, 1970/001/0075].

The PFE was dissolved in April 1978. The Southern Pacific's refrigerator car line continued to be known as the PFE, and the Union Pacific adopted the name Union Pacific Fruit Express.¹⁷⁸

Electric Interurban Railroads

In chronicling the history of railroads in Sacramento, it is important to differentiate between types of railway transport. As two rail scholars suggest, "the term interurban may be applied to railroads that shared most or all of the four following characteristics: electrical power, primary emphasis on passenger service, equipment that was heavier and faster than city streetcars, and operation on streets in cities but at the sides of highways or on private rights-of-way in rural areas."¹⁷⁹ Another scholar made the following observations in 1961 about interurban rail service:

The interurbans seemed to fill a travel void for much of America. Aside from what slow, infrequent, and grimy local passenger service might be available from the steam railroads, rural America was pretty well restricted to whatever lay within horse and buggy range. The interurbans were bright and clean, stopped almost

¹⁷⁸ Maury Klein, *Union Pacific: The Reconfiguration: America's Greatest Railroad from 1969 to Present* (New York: Oxford University Press, 2011), 93.

¹⁷⁹ George W. Hilton and John F. Due, *The Electric Interurban Railways in America* (Palo Alto, CA: Stanford University Press, 1964), 9.

everywhere, and ran far more frequently than the steam trains, for one car made a train. Once in town the cars usually operated through the streets and went right downtown. They were almost always cheaper than steam trains, too. Small-townners and farm folk alike swarmed aboard the new electric cars to spend a day in the city, shopping or just seeing the sights. Equally important, the fast package and light freight service opened up new markets for farmers and made big city merchandise quickly available to the local shopkeeper. The commercial traveler, or “drummer,” took the interurbans with enthusiasm for they carried him to the heart of the business district, often right to his hotel door, and the frequent schedules made it possible to cover more cities and towns in a day than he could on the steam trains.¹⁸⁰

In the early twentieth century, Sacramento was host to four electric interurban railroads, including the Northern Electric Railway, the Oakland and Antioch Railway, the Central California Traction Company, and the Sacramento Northern Railway.

The Northern Electric Railway

The Northern Electric Railway which connected the state capital to Chico to the north, offered transport beginning in 1907. Passengers arrived in downtown Sacramento at a depot located at 8th and J streets (demolished); freight trains were routed around the downtown area. The Northern Electric Railway also operated a streetcar service within the city and to neighboring suburbs. A bridge for Northern Electric’s Woodland Branch electric trains spanning the Sacramento River at M Street (now Capitol Mall) was constructed in 1911 in anticipation of the completion of a line to the Bay Area, but the line was never completed.¹⁸¹ In 1920, the company was restructured and renamed the Sacramento Northern Railroad (often abbreviated as SNRR).

The Oakland and Antioch Railway

The Oakland and Antioch Railway (often abbreviated as O&A and later renamed the Oakland, Antioch, and Eastern Railway or OA&E) leased the M Street Bridge from the Northern Electric Railway (the two companies shared the bridge) and brought its passengers from Oakland to a depot located at 2nd and I streets (demolished). In 1920, the OA&E was renamed the San Francisco-Sacramento Railroad (often abbreviated as SF-S).

The Central California Traction Company

The Central California Traction Company (often abbreviated as CCT), was established in 1910 as an electric railroad providing freight and interurban passenger service along a 48-mile line stretching from Stockton to Sacramento. One author states that the company “opened up a vast region to agriculture and contributed to the development of south Sacramento County. The freight service carried merchandise, livestock and produce, primarily grapes and strawberries.” In Sacramento, the downtown depot (demolished) was located less than one block from the Northern Electric Railway depot.¹⁸² The Central California Traction Company ended its passenger service in 1933.¹⁸³

¹⁸⁰ William D. Middleton, *The Interurban Era* (Milwaukee, WI: Kalmbach Publishing, 1961), accessed 10 December 2012, http://libsysdigi.library.illinois.edu/oca/Books2009-06/interurbanera00midd/interurbanera00midd_djvu.txt, 12.

¹⁸¹ William Burg, *Sacramento’s K Street*, 60.

¹⁸² William Burg, *Sacramento’s K Street*, 60,-1, 145.

¹⁸³ “The Railroad Stations of Sacramento,” *California State Railroad Museum*.

In 1925, the three competing local interurban railway companies joined forces to construct a new passenger station at 11th and I streets called Union Station (demolished). The building was featured in *Electric Railway Journal* with the following description, “Architecturally the station is a departure from established precedent in California. It is an adaptation of the Corinthian style, with the front divided into five sections by full length columns...Materials used are brick and cast stone, finished with colored cement. The foundations are of concrete. The primary supporting frame members are of steel, while the joists and studding are of Oregon pine.” The station served 7,000 people per day.¹⁸⁴

The Sacramento Northern Railway

The Sacramento Northern Railroad and the San Francisco-Sacramento Railroad were merged to become a subsidiary company to the Western Pacific around 1929, and was thereafter known as the Sacramento Northern Railway (often abbreviated as SN). Between December 1933 and December 1935, the Sacramento Northern Railway, in conjunction with the State of California and Sacramento and Yolo Counties, designed and constructed Tower Bridge, which replaced the old M Street Bridge (see Figure 8). Tower Bridge (extant) was California’s first vertical lift bridge and could accommodate increased traffic across the river for pedestrians, automobiles, and trains in the case of an evacuation. At the dedication ceremony, Governor Frank Merriam described the Streamline Moderne-style bridge as being, “unexcelled in its architectural and engineering beauty and constituting an impressive western gateway to the Capitol City.”¹⁸⁵

¹⁸⁴ “Union Station Built in Sacramento,” *Electric Railways Journal* 67 no. 23 (5 June 1926), 969.

¹⁸⁵ “Tower Bridge, 99 W Sacramento,” *Waymarking*, http://www.waymarking.com/waymarks/WM3MP6_Tower_Bridge_99_W_Sacramento_California; “Tower Bridge,” National Register of Historic Places Nomination Form (1982), accessed 1 April 2014, <http://pdfhost.focus.nps.gov/docs/NRHP/Text/82004845.pdf>.

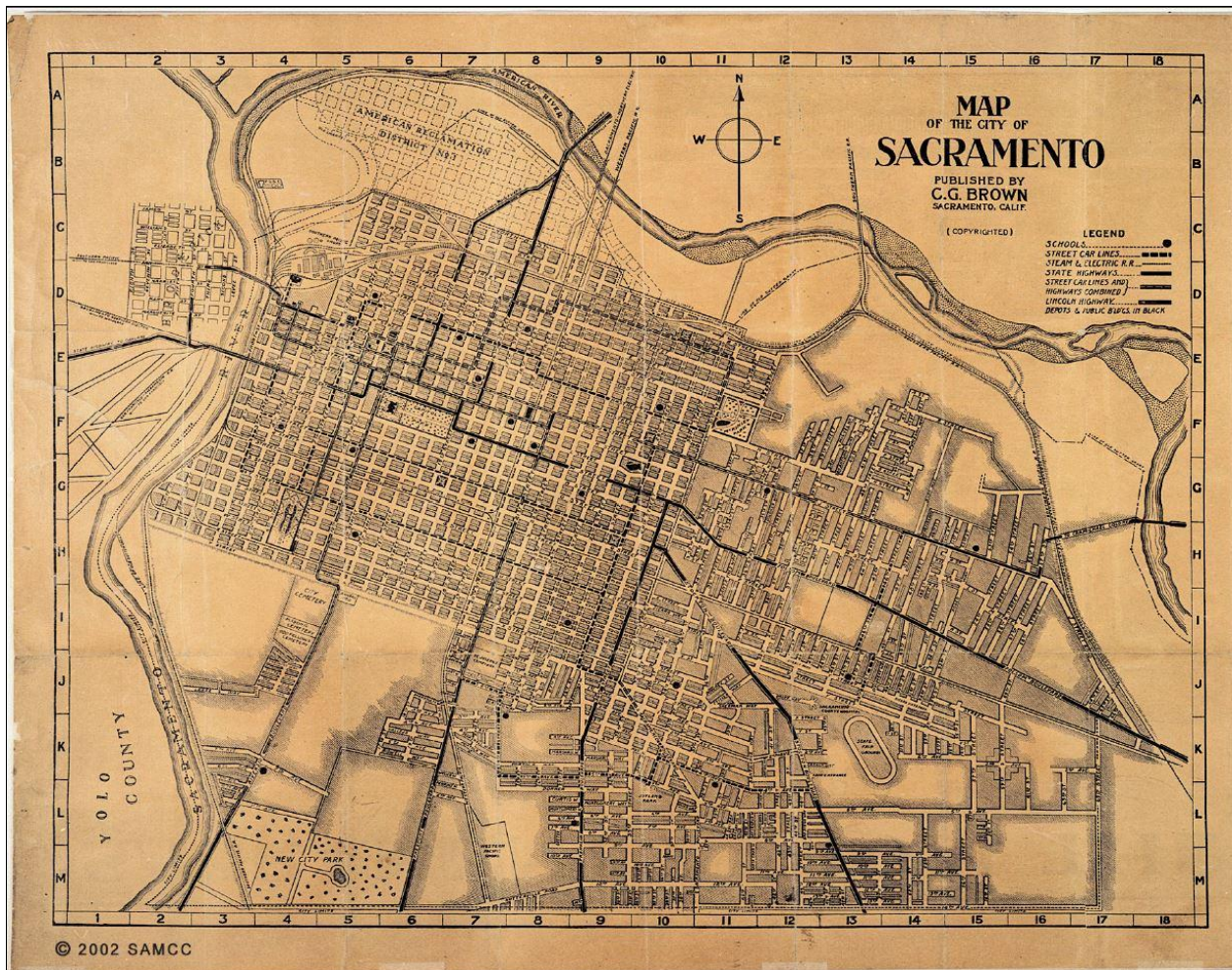


Figure 33. This map show street car lines, steam and electric rail roads, state highways, street car lines and state highways combined, and the Lincoln Highway, schools, and depots/public buildings. schools are represented by black circles and depot buildings in black. Street car lines are represented by heavy dashed lines; steam and electric rail lines are represented by a thin solid line. A higher resolution map can be viewed online at the following address: http://sacramentohistory.org/admin/photo/778_1563.pdf.

Map of the City of Sacramento, C.G. Brown, 1923. [Center for Sacramento History, City of Sacramento Collection, 1979/X05/005].



Figure 34. Tower Bridge (extant) with a Sacramento Northern Railway interurban electric passenger train, ca. 1935-1940. Source: *Images of Rail: Sacramento Southern Railroad*, 39 (courtesy of the BAERA Archives Collection/Western Railway Museum).

The Sacramento Northern Railway ceased interurban passenger service to Sacramento in 1940, though freight service continued until 1962.¹⁸⁶ The Tower Bridge stopped carrying trains in 1962. The Sacramento Northern Railway's freight service operated elsewhere until 1982, when its parent, Western Pacific, was incorporated by the Union Pacific. Union Station served various commercial functions, including housing a grocery store called the "Food Depot," in the early 1950s. The building was demolished in 1972.¹⁸⁷ Tower Bridge remains in use by automobiles, pedestrians, and, now, bicyclists. The remaining railroad tracks on the bridge were initially covered over, but were eventually removed in approximately 2005.

Decline of the Railroad Era

In the first decades of the twentieth century, Americans increasingly relied on a new form of transportation—the automobile. By 1929, one-third of Sacramentans owned a car. After WWI many people relocated from Sacramento's downtown to residential suburbs, several of which were located along street car lines, most operated by Pacific Gas & Electric, including portions of Oak Park, East Sacramento, Curtis Park and Land Park. As suburban conveniences such as local shopping centers and drive-in movie theaters were introduced, development focused on the ease and independence of the automobile—rather than trains or streetcars—to get from place to place. Nationally, the railroads recorded an 84% drop in non-commuter ridership between 1945 and 1964.¹⁸⁸ With the expansion of regional highways came the rising population of automobiles. Similarly, railroads were no longer the only or most efficient way to ship goods. Truck shipments via the new highways became more convenient and expeditious.

¹⁸⁶ Kevin W. Hecteman, *Images of Rail: Sacramento Southern Railroad* (San Francisco: Arcadia Publishing, 2009), 39.

¹⁸⁷ Garth G. Groff, "Sacramento's Union Traction Depot," *Sacramento Northern On-Line*, 13 August 2011, accessed 18 December 2012, <http://www.wplives.org/sn/union.html>.

¹⁸⁸ Center for Sacramento History, *Images of America: Old Sacramento and Downtown* (San Francisco: Arcadia Publishing, 2006).

As passenger trains across the country were discontinued, including the Western Pacific Railroad's "California Zephyr" line (which ran through Sacramento) in 1970, the federal government was pressured to develop a policy to save America's railroads. On May 1, 1971, the majority of remaining rail passenger service in the United States was transferred to Amtrak—a federally subsidized carrier—including the Union Pacific Railroad's passenger rail service.¹⁸⁹ The Union Pacific acquired the Western Pacific Railroad and all of its subsidiaries in 1982 as well as the Southern Pacific Railroad in 1996. It continues to host Amtrak train service on many of its branch lines, including Amtrak interstate trains serving Sacramento on its main lines, the California Zephyr and Coast Starlight, and the regional San Joaquin. Union Pacific lines also host the AmTrak/Caltrans' "Capitol Corridor" service connecting San Jose and Auburn via Sacramento.¹⁹⁰

The Sacramento Regional Transit District opened its light rail service in 1987, connecting the eastern parts of the city to the downtown, with extensions in the 1990s and 2000s. Today portions of the light rail system operate along the historic railroad corridors, including segments of R Street and down Quill Alley between Q and R streets; one line terminates at the Sacramento Valley Station, the former Southern Pacific Railroad Sacramento Depot.

Historic Themes and Associated Property Types

The primary historic themes and events which characterize the history of railroads in Sacramento include:

- Growth spurred by competing railroad companies
- Development of industrial areas within the city as a result of railroad construction
- Expansion of railroad service to agricultural and industrial facilities
- Electrification of the railways, for both freight and passenger/commuter services
- Reuse of former railroad corridors

Identification

For the purposes of determining eligibility for historic designation, three categories of resource types have been developed based on the previous discussion of property types. Each category includes certain specific types of resources as listed below:

1. *Stations:* This category includes depot buildings and associated passenger amenities. The few extant examples of station properties are associated with the Southern Pacific and Western Pacific Railroads.
2. *Industrial Buildings:* This category includes all buildings and structures associated with manufacturing and maintenance of the railroads in Sacramento. Potentially the most significant are those constructed for the Central/Southern Pacific Railroads, which appear to be the only extant heavy rail examples.
3. *Rights-of-Way:* This category includes railroad and streetcar corridors and bridges and other associated features, including levees, catenary and telegraph poles/lines/streetlights, and signal towers.

¹⁸⁹ Union Pacific, "Passenger Service Transfers to Amtrak," Union Pacific 150 Timeline, accessed 1 April 2014, <http://up150.com/timeline/amtrak>.

¹⁹⁰ Union Pacific, "Chronological History," accessed 10 December 2012, <http://www.up.com/aboutup/history/chronology/index.htm>.

Property Types

Stations

Railroad stations are stopping places that facilitate the transfer of passengers and/or freight. Typical features of stations are a platform, a railroad track, and a depot building. Some stations provided additional services for passengers, such as a post office, and these may have been located in separate buildings.

Depot Buildings

For many travelers to Sacramento, the train depot was the portal through which the city was accessed. As the first building one would experience upon arrival, passenger depots were typically designed to be architecturally striking and to convey a message of permanence, elegance, and civic pride. A number of passenger depots belonging to the various railroad companies survive in Sacramento. The only building that remains part of a functioning railroad station is the Sacramento Valley Station, also known as the Amtrak depot (originally Southern Pacific) located at 401 I Street (completed in 1926). The former Western Pacific passenger depot located at 1910 J Street (built in 1909) has served as an Old Spaghetti Factory restaurant for more than 40 years. Buildings that represent the oldest passenger and freight depots belonging to the Central Pacific are located on Front Street in the Old Sacramento Historic District, though these are reconstructions built in 1976. The depots for the electric interurban trains have been demolished.

Passenger Amenities

Because of the high volume of traffic passing through the train stations, the areas around depot buildings offered various services available to passengers. For example, the American Railway Express Building at 431 I Street—which also housed the railway terminal post office—was constructed as an annex to the former Southern Pacific depot.

Significance

Stations may be found eligible under National Register Criteria A and C, California Register Criteria 1 and 3, and Sacramento Register Criteria i and ii. As major stopping points for trains in the State Capital and the first building one would experience upon arrival, passenger depots were typically designed to be architecturally striking and to convey a message of permanence, elegance, and civic pride. Properties eligible for listing in the National Register under Criterion A or the California Register under Criterion 1 (event) should be at least 50 years of age and will have a close association with a particular railroad company or be associated with an important historical event or pattern relating to the history of the railroads in Sacramento, California, or the nation.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register Criterion iii (Design/Construction), station properties should be at least 50 years of age, and should “represent the work of a master or possess high artistic values” and may also demonstrate distinctive characteristics of a “type, period, region, or method of construction.”

Integrity

Of the National Register's seven aspects of integrity listed above, stations should retain (in order of importance): integrity of design, materials, workmanship, feeling, association, location, and setting; please note for local evaluations, the Sacramento Register does not address integrity of "feeling." Stations represent the interests and identities of multiple users, including the railroad company, the architect and builder, travelers, residents, and civic powers. Therefore, it is important that the building retain the ability to convey its building technology, craft, and the artistic inclinations of architects and clients. The aspects of association are also important aspects of integrity, conveying the building's origins and associations with the people who used it. Location and setting are also important aspects, providing the physical and functional contexts for the resource.

Industrial Buildings

Early in its history, Sacramento became a major hub for transportation in California and the entire West Coast. The city was home to the primary maintenance facilities for two transcontinental railroad companies, the Central Pacific-Southern Pacific and the Western Pacific. These companies owned and operated sprawling industrial compounds that were two of the largest employers in Sacramento County. Many locomotives, rail cars, and other equipment for a company's entire rail network were assembled, repaired, and maintained at these complexes, which housed tools, supplies, and heavy machinery.

Railyards, Car barns and Shops:

The former Central Pacific-Southern Pacific railyard and shop buildings had a continuous history of construction and operation beginning in 1867. Operations ceased in 1999. Although many of the buildings and structures that comprised the vast complex have been demolished, several of the largest and oldest of the core structures in the complex are extant. Other than the former PG&E streetcar barn/shops on "N" Street, between 28th and 29th Streets, now used by Regional Transit, these appear to be the only surviving railroad company industrial buildings in Sacramento.

Significance

Industrial buildings may be found eligible under National Register Criteria A and C, California Register Criteria 1 and 3, and Sacramento Register Criteria i and iii. The history of Sacramento is closely tied to the presence of competing railroad companies. The early railroad's rights-of-way circumvented the city center, and the railroads' shop complexes were constructed in proximity to these peripheral railroad corridors. Properties eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, or the Sacramento Register under Criterion i (Event) should and will have a close association with the railroad industry or be associated with an important historical event or pattern relating to the history of the railroads in Sacramento, California, or the nation.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register Criterion iii (Design/Construction), industrial properties should and demonstrate distinctive characteristics of a "type, period, region, or method of construction."

Integrity

In regard to industrial properties, the seven aspects of integrity in order of importance should be:

design, association, feeling, location, setting, materials and workmanship; please note for local evaluations, the Sacramento Register does not address integrity of “feeling.” Because the historic character of an industrial building or complex depends more on how it conveys the organization of work that occurs within, it is important that enough of the original design, including massing, structural systems, and spatial organization, remain intact in order to convey how the property was used. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express the significance of the industry. Location and setting are important because they illustrate how the industry was sited in regard to transportation and roads, adjoining properties, and similar industries. Materials and workmanship are less important because industrial buildings are typically utilitarian structures that gain their significance more from function than from appearance. Furthermore, alterations to an industrial plant occur quite frequently, especially if the business expands or incorporates newer technology. Alterations to an industrial plant (rather than demolishing it) attest to the flexibility of the original design.

Rights-of-Way

Rights-of-way are the most widespread of all railroad-related property types in Sacramento. They consist primarily of the linear tracks, often on raised levees, that make up a railroad’s network, without which the railroad could not function. The early railroads circumvented Sacramento’s downtown- and central city, and contributed to the creation of, then, peripheral industrial areas, and the later electric interurban railroads brought traffic through the city center. Several historic rights-of-way continue to function as railroad properties, whereas others retain their tracks but no longer serve the railroad. Still other rights-of-way have been adapted to new uses, including pedestrian bridges, and are the few remnants of the electric interurban railroads.

Tracks/Railroad Corridors

Numerous businesses positioned themselves along a railroad track to take advantage of the convenient shipping line. For this reason, industries were concentrated in proximity to the early railroad rights-of-way, and several principal railroad corridors were established in Sacramento. Examples include the tracks along R Street, east from Front Street (historically hosted the Sacramento Valley Railroad and the Central Pacific-Southern Pacific); along the alley (historically named Whitney Avenue, now named Quill Alley) between Q and R Streets, from 8th to 19th Streets (historically hosted the Western Pacific); along Front Street (historically hosted the Sacramento Valley Railroad and the Central Pacific-Southern Pacific); between 19th and 20th streets (historically hosted the Western Pacific); within the N. 16th Street industrial area (historically hosted the Southern Pacific), and along B Street (historically hosted by the Southern Pacific). Of these, the Front Street, B Street, and 19th/20th Streets corridors continue to be used for train traffic. The California State Railroad Museum operates a heritage train, the Sacramento Southern Railroad (historically a branch line of the Southern Pacific), along Front Street. Union Pacific and Amtrak services run along B Street and the 19th/20th streets corridor. Sacramento’s light rail runs on segments of R Street and the alley between Q and R streets.

Sacramento’s electric interurban lines had their own freight corridors. Sacramento Northern operated a belt line that entered Sacramento between 18th & 19th Streets, east on C Street, south on Alhambra, west on X Street, and north on Front Street. The same company also operated a streetcar and industrial branch line on Bassetlaw Avenue in north Sacramento, now Arden Way, to the Swanston meatpacking plant in the vicinity of the current Swanston light rail station. Central California Traction entered Sacramento via 21st Avenue, Stockton Boulevard,

2nd Avenue, Broadway, and joined Sacramento Northern's belt line at Alhambra and X, Streets with car facilities at Alhambra and X Street.¹⁹¹

Subcontexts/Themes not Included in This Evaluation

- Reuse of former railroad corridors
The reuse of former railroad corridors in Sacramento is not thoroughly evaluated in this context. The history of their reuse, especially for modern mass transit projects like the Sacramento Regional Transit Light Rail system, requires further research, evaluation, and documentation.

Bridges

A number of bridges span the Sacramento and American rivers, several of which were originally constructed to carry railroad traffic. Today, three of these bridges continue to be used by the railroad. These are the I Street Bridge over the Sacramento River (built in 1911) and two Warren through-truss bridges over the American River (one formerly belonging to Southern Pacific, built in 1910 and one formerly belonging to the Western Pacific, date unknown).¹⁹² The Sacramento Northern Railroad constructed two railroad bridges from which the tracks have been removed. The Tower Bridge over the Sacramento River was built in 1935. During the 1960s, the Sacramento Northern was de-electrified. In 1963, the railroad tracks, median, and railroad switching and locking mechanisms were removed. This was possible because Sacramento Northern obtained trackage rights to use the Southern Pacific Railroad's tracks over the I Street Bridge.¹⁹³ The second Sacramento Northern bridge with its tracks removed is the Pratt through-truss bridge that crosses the American River at approximately 7th Street (date unknown). This bridge was converted to a pedestrian and bicycle bridge as part of the Sacramento Northern Bike Trail.¹⁹⁴ Sacramento Northern's service to Sacramento ended in 1982.

The curbed highway bridge at R Street was constructed for Southern Pacific Railroad in 1970. Although it has not yet reached the 50-year threshold for historical significance, it should be regarded as a potential historic resource for the purposes of future evaluation.

Other Associated Features

Additional associated features may include railroad spur lines, which led from central tracks directly to businesses located along the lines; signaling devices, particularly where railroads crossed streets in urban areas; catenary poles, often with light fixtures, noting in particular the extant poles and lights along Alhambra Boulevard; telegraph poles, which were typically constructed along railroad right-of-ways; and cobblestones, siding fragments, or other materials which reflect the original composition of the rail and street infrastructure. These features should be identified through survey.

¹⁹¹ William Burg, *Images of Rail: Sacramento's Streetcars* (Charleston, SC: Arcadia, 2006), 75-98.

¹⁹² "American River Union Pacific RR East," Historic Bridges of the United States, accessed 4 January 2013, <http://bridgehunter.com/ca/sacramento/bh46034/>; "American River Union Pacific RR West," Historic Bridges of the United States, accessed 4 January 2013, <http://bridgehunter.com/ca/sacramento/bh46033/>.

¹⁹³ "Tower Bridge," National Register of Historic Places Nomination Form.

¹⁹⁴ "Sacramento Northern Bike Trail," Historic Bridges of the United States, accessed 4 January 2013, <http://bridgehunter.com/ca/sacramento/bh45387/>.



Figure 35. Railroad spurs located north of the former Crystal Ice Plant on R Street.
Source: Page & Trumbull, 2013.

Subcontexts/Themes Not Included in This Evaluation

- Related Streetcar Residential Subdivisions and Parks
Sacramento's streetcar suburbs are not thoroughly evaluated in this context. The history of Sacramento's suburban growth being spurred by the establishment of streetcar lines requires further research, evaluation, and documentation.

In the late 19th century and early in the 20th century, Sacramento began filling out the central city grid with the Boulevard Park subdivision, and expanding beyond the original grid into several "streetcar suburbs," including areas of the McKinley Park and East Sacramento, Oak Park, Curtis Park and Land Park neighborhoods which were developed largely in response to the street car lines' installation, which began at the end of the 19th and into the early part of the 20th centuries, with Pacific Gas & Electric (PG&E) the major installer. The electrified streetcar system's installation of these new lines also included the installation of a new feature for residential areas, what were often referred to, in the brochures selling lots in the subdivisions, as "electroliers" or street lights with underground electric wiring. Similarly, these streetcar lines often led to parks with recreation opportunities outside the work-a-day city environment, including lines to East Park/McKinley Park and Oak Park/Joyland. The streetcar suburbs were annexed into the city beginning in 1911 and the streetcars were gone in Sacramento by the late 1940s.

Significance

Rights-of-way may be found eligible under National Register Criteria A and C, California Register Criteria 1 and 3, and Sacramento Register Criteria i and iii. People and goods were channeled in the Capital City via railroad rights-of-way, many on levees defined neighborhood boundaries, and it was along these routes that industries and businesses typically developed. Properties eligible for listing in the National Register under Criterion A or California Register Criterion 1 (Event) should be 50 years or older and will have a close association with the

railroad industry or be associated with an important historical event or pattern relating to the history of the railroads in Sacramento, California, or the nation.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Register Criterion iii (Design/Construction), rights-of-way should demonstrate distinctive characteristics of a “type, period, region, or method of construction” and may “represent the work of a master or possess high artistic values.” These are likely limited to the railroad bridges, several of which involve significant engineering elements or were designed to accommodate a particular set of conditions in their specific locations, and which were designed with aesthetic considerations.

Integrity

In regard to rights-of-way, the seven aspects of integrity in order of importance should be: location, setting, association, workmanship, design, materials, and feeling; please note for local evaluations, the Sacramento Register does not address integrity of “feeling.” While the physical properties of rights-of-way may be wide-ranging, they are best identified by a sense of place as well as a type or era of construction. Railroad rights-of-way were critical elements in establishing industrial and commercial areas, so integrity of association and setting should be retained. The rights-of-way were expertly engineered, and often embody unique examples of workmanship, design, and materials. Association with the property’s original builder/owner and function are also important, as is the aspect of location, which provides the physical and functional contexts for the resource. Landforms for rights of way should also be considered; in some areas the levees used for railroad right of way are still extant, such as on R Street west of 6th.

■ WORLD WAR II, TRANSPORTATION, AND REDEVELOPMENT CONTEXT STATEMENT

“If you look at the history of Sacramento you can really look at two key periods of history that actually created the city and actually boosted its population. The first being the gold rush, when gold was discovered in 1848. The City literally burst on the scene overnight. And the second time was World War II.” –Marcia Eymann, Center for Sacramento History¹⁹⁵

The advent of World War II was pivotal in Sacramento’s development from a small city with an economy primarily founded on agricultural and railroad industries to one comprised of state and federal government offices, military bases, and transportation. The Great Depression hit the City and County of Sacramento hard, and although federal support through Public Works Administration programs in the 1930s helped the region, federal funding was not enough for the city to regain the stability it experienced during its earlier agricultural and railroad heyday.

The bombing of Pearl Harbor on December 7, 1941, prompted an immediate response in the Sacramento region: Mather Field, a dormant World War I-era pilot training base, was reactivated and the McClellan Supply Depot, which was funded by federal monies and opened in the mid-1930s, expanded to support the war effort. Additionally, the Sacramento Signal Depot (later known as the Sacramento Army Depot) began operations in January 1942. The Sacramento Signal Depot), was located at the Bercut-Richards facility at 7th and B Streets during World War II before a permanent facility was constructed at 8350 Fruitridge Road in

¹⁹⁵ Quoted in James Morrison, “How World War II Changed the Face of Sacramento,” Capital Public Radio (27 May 2011), accessed 1 April 2014, <http://archive2.cpradio.org/articles/2011/05/27/how-world-war-ii-changed-the-face-of-sacramento>.

1945.¹⁹⁶ The military build-up prompted new development patterns in the region, as residential suburbs with shopping centers and schools were created in the vicinity of the air force bases east of the city. New temporary residents began to settle in Sacramento, hailing from Oklahoma and other states afflicted by the Dust Bowl in the 1930s and guest laborers brought from Mexico to the region under the Bracero Act. There was also a migration of African American workers, primarily from the South, moving into areas previously occupied by Japanese Americans relocated to internment camps. Many of the people drawn to Sacramento by new jobs would remain, further diversifying the city with their cultures and customs.

Sacramento's population boom may have withstood many of the economic problems that had plagued the city during the Great Depression; however, it stressed the infrastructure of the expanding region. This tension manifested itself as traffic congestion as state workers drove from the suburbs to their offices downtown, prompting the city to evaluate regional circulation patterns and join the national interest in building freeways and interstate highways that would connect Sacramento to the State and the nation and improve transportation of goods and services. The economic shift from the industries of agriculture and railroads to state government and freeways also led the city to obtain federal redevelopment money to address "slum" neighborhoods that bordered the Sacramento River in the city's West End. The West End was home to a low-income population of primarily male laborers who sought seasonal agricultural, factory, and railroad jobs as well as minority families who were restricted by housing covenants from residing elsewhere in the city. With federal redevelopment money, Sacramento began to reshape the entrance to the city from Tower Bridge to the Capitol and to encourage the development of a new downtown to support the expanding state government. New freeways were designed in the 1960s and 1970s to alleviate the congestion that began to deter suburban residents from venturing downtown. The Capitol Area Development Authority (discussed more thoroughly in the **State Government** context) was founded to encourage the preservation and development of mixed-use and residential projects around the Capitol. Together, the implementation of these plans altered the physical form of Sacramento.

Themes associated with the history of World War II, redevelopment, and transportation in Sacramento include the shift from an economy focused on agriculture and rail-related industry to one founded on government, military bases and related industries, and automobile- and truck-oriented residential developments and transportation modes; the influx of people from outside California who were drawn to Sacramento by available jobs; the exodus of people and businesses, both voluntary and involuntary in the case of West End residents and businesses, from the city center to newly developed suburban communities and annexed districts; the numerous new construction projects funded by federal monies and federal redevelopment, including many which demolished many blocks of the then-existing parts of the city; and the construction of major freeway systems, which also demolished many blocks of then-existing parts of the city, along with the increasing popularity and availability of automobiles and the efficiencies of shipping via trucks influenced how and where people lived, worked, traveled, and shopped.

The terms "redevelopment" and "urban renewal" are often used interchangeably. In this context statement, the term "redevelopment" refers to the revision of replacement of an existing land use and population distribution pattern through the publicly-funded acquisition of a predominantly built-up area—often through government use of eminent domain—and the clearance and rebuilding of this area according to a publicly-approved comprehensive plan.

¹⁹⁶ Ron Starbuck, "Sacramento Army Depot History," California State Military Museum, accessed 2014, <http://www.militarymuseum.org/SacramentoArmyDepot.html>.

Impacts of the Great Depression

In the 1930s, Sacramento was a diverse, but relatively small city with a population of 106,000 people, which included people of Chinese, Japanese, African-American, Italian, Filipino, Portuguese, and Mexican descent. The city's biggest employers were the local canneries, and two transcontinental railroad companies, the Southern Pacific and the Western Pacific.¹⁹⁷ Sacramento's resources became strained during the Great Depression, as the city and county struggled to provide services for residents impacted by the nationwide economic downturn. The problem was exacerbated by the migration of people from Oklahoma and other Midwestern and Southwestern states who arrived in Sacramento via automobile or by "riding the rails" in search of employment and economic relief. California's reputation for its rich agricultural industry and the possibility of employment at Mather Field and the new McClellan Air Force Base established in 1936 attracted many of those who came to the Sacramento Valley region. The city's Recreation Department in cooperation with the Salvation Army administered food and drink at a shelter located at I and Front streets; however, when funds from the City Community Chest ran out, Sacramentans were forced to apply for aid at the county office.¹⁹⁸ Hoovervilles, tent or shanty communities of poverty-stricken residents and transients, developed along the Sacramento River, particularly in the River District region of the city (see Figure 1).¹⁹⁹ The severe economic conditions of the Great Depression also heightened tensions among cultural groups. Many Mexicans were loaded onto railroad cars and deported to Mexico to decrease the welfare rolls.²⁰⁰



Figure 36. A Hooverville in Sacramento, circa 1940.

¹⁹⁷ *The War: Sacramento, California*, PBS, WETA (September 2007) accessed 4 December 2012, http://www.pbs.org/thewar/the_witnesses_towns_sacramento.htm.

¹⁹⁸ Steven M. Avella, *Sacramento: Indomitable City* (San Francisco: Arcadia Publishing, 2003), 11.

¹⁹⁹ City of Sacramento, *River District Architectural and Historical Property Survey Update*, Prepared by Historic Environment Consultants (July 2009), 5.

²⁰⁰ William Burg, *Sacramento's K Street* (Charleston, SC: History Press, 2012).

[Center for Sacramento History, Eugene Hepting Collection, 1985/024/0422].

In 1933, the City of Sacramento requested federal aid to respond to the great demand for services in the area. In response, Sacramento was awarded Reconstruction Finance Corporation monies to revitalize businesses, and federal money allocated to state agencies through the State Employment Relief Administration (SERA) was used to help clothe and feed transients living in Sacramento. In 1934, Arthur S. Dudley, the head of the Sacramento Chamber of Commerce from 1920 until 1950, created the National Air Defense Frontier Association to lobby chambers of commerce throughout the nation to create new Air Corps supply and logistical centers.²⁰¹ On September 8, 1936, Dudley succeeded in opening the Sacramento Air Depot, later known as the McClellan Air Force Base, northeast of the city on Watt Avenue, north of the present-day Interstate 80. The military installations built during this period helped establish California as the number one recipient of Department of Defense dollars on the state level.

Federal money was also channeled into the city through Civil Works Administration and Public Works Administration infrastructure and building projects, including construction of Tower Bridge (1935), the C.K. McClatchy High School on Freeport Boulevard (1937), and the Auditorium at City College (1937), which contains a Ralph Stackpole mural, and which saw a modernization project completed in 2012.²⁰² Social worker Harry Hopkins oversaw Works Progress Administration (WPA) projects that brought \$4 million into Sacramento County, such as several landscape features at William Land Park.²⁰³ On the eve of World War II, hundreds of refugees from the Dust Bowl were still camped on the edge of town and worked the hop fields, orchards, and vineyards in the surrounding Sacramento Valley. Many in the city were dependent on charity, relief efforts, and federal work programs.²⁰⁴

Sacramento's West End

The West End also served as the point of entry for immigrants to the Sacramento area. The residents of Sacramento's West End included seasonal laborers, working class families, and minority families who were often restricted from residing in other neighborhoods. A portion of this area includes the Sacramento Labor Market, referred to this way because the neighborhood was home to a large number of agricultural, factory and railyard workers. The Labor Market, a subset of the West End, was roughly bounded by Front Street and 6th Streets and between I Street and the M/N Alley.²⁰⁵ The area was known for its boarding houses, single-occupancy residential hotels, cheap restaurants, and employment offices. The nature of the neighborhood became even less desirable with the onset of the Great Depression in 1929 as the number of transients increased. About 5,000 migrant workers lived within the 24-block West End area, lodging near the employment agencies that connected workers with farmers throughout the Sacramento and San Joaquin valleys. Studies prepared in the 1940s found that fifteen percent of all of California's agricultural hiring was conducted in the Labor Market.²⁰⁶

²⁰¹ "NAMA Selects Western Rep in Expansion." *The Billboard* (1 April 1950).

²⁰² "Out with the Old, In with the New: City College Prepares to Open renovated Auditorium by Year's End," *Sac City Express* (29 September 2011), accessed 1 April 2014, http://www.scc.losrios.edu/Campus_News/Modernization_of_the_Auditorium.htm.

²⁰³ Avella, *Sacramento: Indomitable City*, 11.

²⁰⁴ *The War: Sacramento, California*, PBS

²⁰⁵ Ken Lastufka, "Redevelopment of Sacramento's west End, 1950-1970: A Historical Overview with an Analysis of the Impact of Relocation," Thesis submitted in partial satisfaction of the requirements for the degree of Master of Arts in Special Major (Urban Studies) at California State University, Sacramento (1985).

²⁰⁶ Burg, *Sacramento's K Street*, 126.



Figure 37. Sacramento West End and Old Sacramento – looking east down M Street (Capitol Avenue) toward the State Capitol. Sacramento’s West End is visible in the foreground. [Center for Sacramento History, Frank Christy Collection, 1998/72/1421].

Pre-War Transportation

Railroads have been integral to Sacramento’s development almost since the city was founded. The rail corridors—which include the tracks, right of way, and land on either side—were significant contributors to the city’s growth not only because they provided transportation, but also because they contributed to the Sacramento’s commercial makeup. The city’s primary rail corridors ran along A Street and R Street (see **Railroad Context**).

The first residential subdivisions in Sacramento—in Boulevard Park, Oak Park, East Sacramento, Curtis Park, and Land Park—were located along street car lines. The City Street Railway, Sacramento’s first streetcar line, ran from the Central Pacific depot on Front Street to the California State Fairgrounds, initially located at H and 20th Streets. After the fairgrounds were relocated to Broadway and Stockton Boulevard, the line was extended to East Park in 1871, (later named McKinley Park) where gardens, a small zoo, and bandstand with dance area were located. This line primarily served middle class residents living in the Alkali Flat, Mansion Flat, New Era Park, and—after relocation of the fairgrounds, Boulevard Park—neighborhoods. Subsequent streetcar lines were similarly developed to provide transportation to income-producing destinations. Edwin Alsip and Leonidas Lee Lewis founded the Central Street Railway, which ran from Second and H Street to Thirty-fifth Street and Fifth Avenue in Oak

Park.²⁰⁷ Located at the end of the streetcar line was Oak Park which originally opened in 1889. When Sacramento Electric Gas & Railway purchased and consolidated the streetcar system, the park was reopened as Joyland. The park would eventually contain a roller coaster, skating rink, pool, zoo and multiple concession stands.²⁰⁸ Today, this site is known as McClatchy Park. The original Oak Park terminus was a park called Oak Park. Joyland was built later, after Sacramento Electric, Gas & Railway purchased and consolidated the streetcar system.

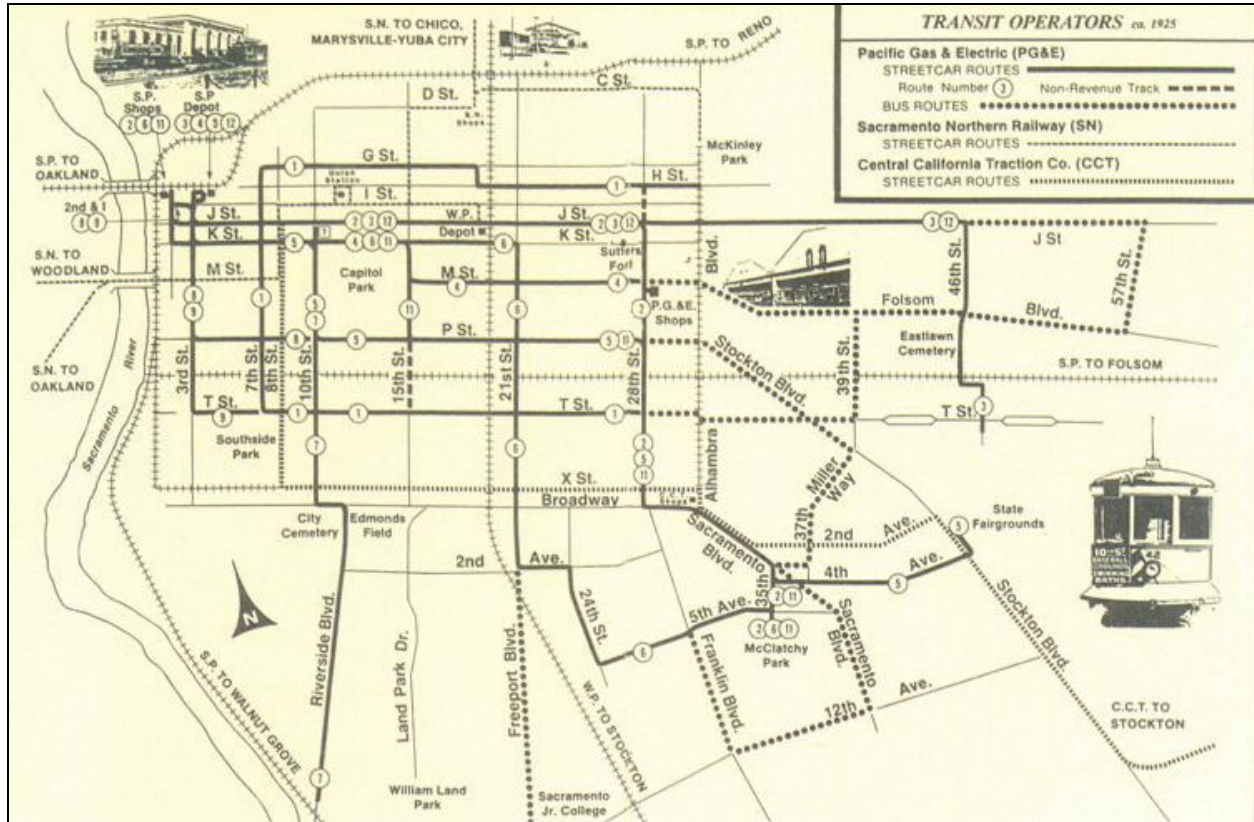


Figure 38. Sacramento Streetcar System Plan (1925) in "Sacramento Streetcar System Plan," City of Sacramento (2012), 32.

By the 1930s, however, Sacramento had experienced a shift from public transportation to private automobiles. The first automobile and bicycle shop in Sacramento was owned by Joseph Schnerr at 10th and J Streets in 1903, and by 1929 one-third of Sacramentans owned a car. This shift in transportation patterns and methods also reflected a new attitude about the Sacramento River, which before the advent of the railroad, and then before the increasingly affordable automobile, was the most important transportation corridor in the state.²⁰⁹ The onset of World War II would further encourage the use of automobiles over public transportation, and trucking over river and rail shipping, as highways developed and businesses, no longer dependent on railroads, and residents, no longer dependent on streetcars, began to relocate to less expensive areas outside of downtown.

World War II as Catalyst

²⁰⁷ William Burg, "Sacramento's Streetcar Suburbs," *Old City Guardian* (22 August 2007), <http://sacramentohistory.blogspot.com/2007/08/sacramentos-streetcar-suburbs>.

²⁰⁸ Lee Simpson, *Sacramento's Oak Park* (San Francisco: Arcadia Publishing, 2004), 67.

²⁰⁹ Center for Sacramento History, *Images of America: Old Sacramento and Downtown* (San Francisco: Arcadia, 2006).

In the late 1930s, federal money began flowing into Sacramento as The United States' entry into World War II seemed unavoidable.²¹⁰ With the Japanese bombing of Pearl Harbor on December 7, 1941, the United States entered the war. The City of Sacramento immediately improved the security of its public buildings and began to diligently watch the delta levees for signs of sabotage. Mayor Thomas Monk organized civil defense procedures and implemented the city's first blackout on December 8 at 7:23 in the evening.²¹¹

From California Department of Transportation Post-War Tract Housing Context:

The nation's entry into the war in 1941 in both the Asian and European theaters required a tremendous number of ships, planes, tanks, and other weapons as well as ammunition and a wide variety of other equipment. War production served as an engine of industrial growth across the country, but even more dramatically in California than elsewhere. Prior to World War II, the Western United States accounted for less than ten percent of the nation's manufacturing.⁵ Although California was the largest manufacturing state in the West, its main products were agricultural. Government spending on military equipment, base construction and other infrastructure, totaling \$35 billion from 1941 through 1945, transformed California into an industrial power...

The rapid growth of industrial output and employment opportunities during World War II led to an internal migration of eight to ten million workers nationwide, as residents of small towns and rural areas moved to urban centers (27)...

The wartime military buildup changed California in dramatic and lasting ways. While any of the state's military facilities were decommissioned after the war and have since disappeared, others have remained through the Cold War years to the present...While the presence of the U.S. military has remained an important part of California's political culture and economy, even more important was the industrialization spurred by the demands of World War II. The war transformed California from a primarily agricultural state to an industrial power. Although much of the state's industry converted to the production of consumer goods in the postwar period, industries closely linked to the military remained a pillar of the California economy²¹²

In Sacramento County, 130,824 residents registered for the draft and 14,000 signed up to be Civil Defense volunteers. The McClellan and Mather Field military bases grew exponentially, providing thousands of jobs to Sacramentans during the war. By 1943, McClellan alone employed 22,000 workers. The military bases would remain active following the end of the war in 1945, as World War II was eventually supplanted by the Cold War. The North Highlands and Rancho Cordova suburbs developed around the McClellan and Mather Field bases, respectively, in response to their increased employment opportunities. Residential development also occurred in the Del Paso neighborhood, the location of the Liberty Iron Works that produced Jenny planes for the war. Suburban development began with the onset of World War II and would continue with the return of Sacramentans serving in the war. The city projected this population growth to the year 2000 and envisioned that Sacramento would have 400,000 to 800,000 residents as well as an expanded city boundary containing thousands of annexed acres. The Chamber of Commerce predicted a city skyline in which "a half dozen more office buildings from fourteen to twenty stories" would dwarf the stately Elks Temple, the Cathedral of

²¹⁰ Morrison, "How World War II Changed the Face of Sacramento," Capital Public Radio.

²¹¹ *The War: Sacramento California*, PBS.

²¹² California Department of Transportation (CalTrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," (Sacramento: California Department of Transportation, 2011), 9-13.

the Blessed Sacrament, the State Capitol Building, and the California Western Life Insurance Company Building, which were collectively known as the “Big Four.”²¹³

McClellan Air Force Base

The area surrounding McClellan Air Force Base was first named Rancho Del Paso. John Sutter, whose claim to the land was dubious, deeded the land to Eliab Grimes, Hiram Grimes, and John Sinclair. Prior to the 1840s the land was used primarily for grazing animals. In 1849 the deed was sold to Samuel Norris, who held Rancho del Paso from 1849 to 1862. Two attorneys, James Ben Ali Haggin and Lloyd Tevis, became the owners in 1860 when Morris lost the rancho due to debt from litigation challenging his deed. In 1873 John Mackey was hired as rancho superintendent. His skill in horse training, coupled with Haggin’s wealth and enthusiasm, and the rancho’s environment combined to make Rancho del Paso famous for its racehorses. In 1910 Haggins and Tevis sold the rancho to the Sacramento Valley Colonization company.

By 1930 San Diego’s Rockwell Field, an Aviation General Supply and Repair Depot, was quickly becoming obsolete. In 1935, a bill calling for six new military bases was passed.. While originally lobbying efforts focused on reopening Mather Field, the decision was made to open an entirely new repair base. Mather was located on the far side of the Southern Pacific Railroad tracks, meaning aircraft could not be transported to or from the river without building a large underpass under the railroad. The McClellan site, which opened in 1939, was more strategically located—next to the main line of the railroad and close to the Sacramento River. In 1943 the Sacramento Air Depot employed nearly 22,000 military and civilian personnel.

The base continued to be used throughout the Cold War. The majority of North Sacramento, the location of McClellan, was annexed by the city in the 1960s (see Figure 7). The Base Realignment and Closure (BRAC) Commission announced McClellan’s closure in 1995.²¹⁴ The Parker Homes area, a housing development originally constructed as military housing during World War II, was built southwest of the base. The area was bisected when Interstate 80 was constructed. It was annexed to the city with the rest of North Sacramento in the 1960s.²¹⁵

Mather Air Force Base

The Liberty Iron Works, formerly the Globe Iron Works, located on Del Paso Boulevard in North Sacramento was awarded a contract by the United States Government to construct Curtiss JN-4 “Jenny” aircrafts for World War I. These small planes were the first mass-produced aircraft in the world, and many were built in Sacramento.²¹⁶ In 1918, the Federal War Department agreed to locate the new Mather Field in or near Sacramento as a training ground. City leaders welcomed the new base. Its construction and needs pumped money into the local economy.²¹⁷

Established after the U.S. entry into World War I, Mather Air Force Base is located on land once known as Rancho San Juan to the east of Rancho del Paso, in the modern-day city of Rancho

²¹³ Avella, *Sacramento: Indomitable City*, 114.

²¹⁴ Maurice A Miller et al, *McClellan Air Force Base 1936-1982, A Pictorial History* (McClellan Air Force Base, CA: Air Logistics Center Office of History, 1982), 1- 57.

²¹⁵ Sacramento Housing and Redevelopment Agency, “Mather/McClellan Merged Project Area Implementation Plan,” 19, accessed 1 April 2014, http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/Plans/101.Mather-McClellan%20Merged%20Implementation%20Plan.pdf.

²¹⁶ KVIE. “The Role of World War I Airplanes in Sacramento’s History,” (7 June 2010), accessed 31 December 2012, http://on.aol.com/video/the-role-of-world-war-i-airplanes-in-sacramentos-history-300995504?icid=video_related_0.

²¹⁷ Avella, *Sacramento: Indomitable City*, 85.

Cordova. In 1920, the Sacramento Chamber of Commerce began lobbying to keep Mather open. Despite the effort, the Army closed the base in 1932. However a relatively short time later in 1941, the Army Air Corps reopened the base as a flight training school, enlarging it by several thousand acres. The base was closed in 1993 as a result of decommissioning under the 1988 BRAC Commission.²¹⁸



Figure 39. Aerial photo of Mather Air Force Base in 1942.
 [Center for Sacramento History, Silver Wings Museums-Mather AFB Collection, 1994/032].

After-effects of the War

A nation-wide impact of the war effort was a post-war temporary shortage in building materials needed for the returning soldiers and their soon-to-be growing families and businesses. Some building systems developed for the war effort, such as Quonset huts, and other structures fabricated from experimental materials, began to be used in general construction projects due to the lack of traditional building materials. The “modern movement” aesthetic embraced these experimental, non-traditional materials and methods of construction. Several Quonset hut structures can be found throughout Sacramento and the Eichler residences in the South Land Park are evoked the design aesthetic that grew from use of new, non-traditional materials and

²¹⁸ Miller et al, *McClellan Air Force Base*. 1-17.

designs, among other influences. Also, many returning soldiers and sailors, who shipped out to World War II's Pacific Theater from California, were enamored with the state and came to California with their new "baby boom" families, instigating much of the subdivision development of the Post War era.

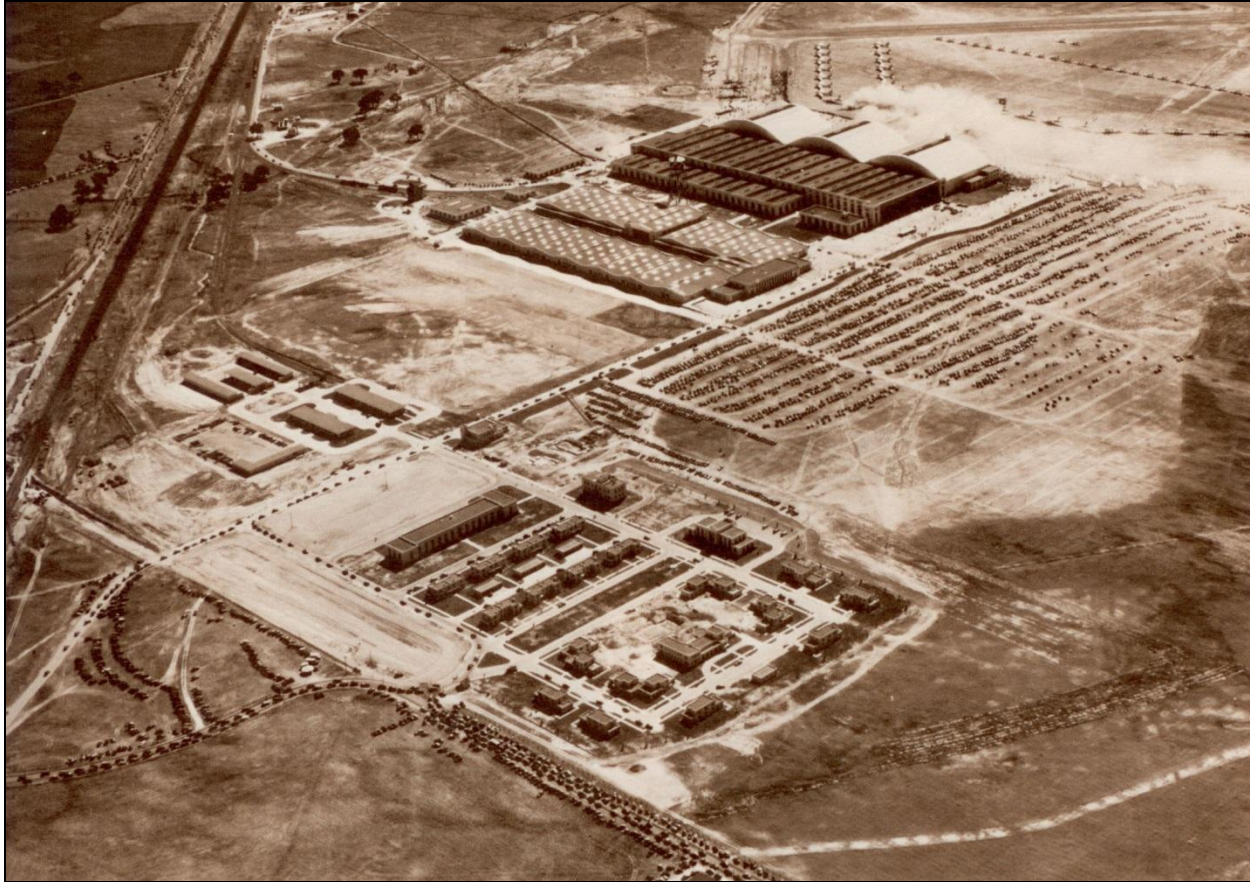


Figure 40. Dedication Day at McClellan Air Force Base, 28 April 1939 in *McClellan Air Force Base 1939-1982: A Pictorial History* (Office of History, Sacramento Air Logistics Center, 1982), 35.

Cultural Shifts: Internment, the Bracero Program, and African-American Migration

The economy may have improved greatly with the expansion of the military bases, but not all cultural groups benefited from the production and manufacturing boom in Sacramento. The internment of Japanese families living in the western United States and the establishment of the Bracero Program in the 1940s greatly changed the region's cultural landscape.

On February 19, 1942, President Franklin D. Roosevelt issued Executive Order 9066, which gave the military broad powers to ban any citizen from a 50- to 60-mile-wide coastal area stretching from Washington State to California and extending inland into southern Arizona. The order also authorized the establishment of assembly centers to be governed by the military in California, Arizona, Washington State, and Oregon.²¹⁹ Beginning in May of 1942, the Japanese residing in Sacramento, including American citizens, were given a one-week notice to abandon

²¹⁹ "Executive Order 9066: The President Authorizes Japanese Relocation." American Social History Project. Accessed 5 December 2012, <http://historymatters.gmu.edu/d/5154/>.

their homes, farms, and businesses and were sent to inland internment camps. They were allowed to bring only what they could carry.²²⁰

By May 13, 1942, 3,800 Japanese in Sacramento County, including Robert Mastui, who would later become a member of the US House of Representatives representing Sacramento, were bussed from Sacramento Memorial Auditorium to an assembly point northeast of Sacramento called Walerga Alien Induction Center. From this center, families were transferred to Tule Lake, located near the California-Oregon border. Over the course of the war, more than 7,000 Japanese from Sacramento would be sent to internment camps; only 59 percent would return. When families did return, many found that their former homes and businesses had been occupied by other people and they encountered restrictive housing covenants. Others followed agricultural pursuits in Elk Grove, Florin, and the Pocket areas of Sacramento.²²¹

In 1942, the United States Government developed the Bracero Program to bring Mexican “guest laborers” to fill the vacancies left by Americans who had enlisted in the war and, especially in California, to replace the Japanese agricultural workers who had been sent to internment camps. Workers were concentrated in California, Texas, and the Chicago area. The program guaranteed payment of at least the prevailing area wage received by American workers; employment for three-fourths of the contract period; adequate, sanitary, and free housing; decent meals at reasonable prices; occupational insurance at the employer’s expense; and free return transportation to Mexico at the end of the contract. In reality, however, many of these rules were violated. The Mexican migrant farm workers often suffered deplorable living conditions, were not paid equal wages, or were not paid at all.²²² In Sacramento, Mexican workers were concentrated in the Alkali Flat neighborhood near the Southern Pacific rail yard and shops, the West End, and along Franklin Boulevard. Through the 1940s, Mexicans made up between 40 and 45 percent of the labor force in Sacramento canneries. As a result of the influx of Mexican workers, 12th Street in the Alkali Flat area became a center of Mexican businesses.²²³



Figure 41. Bracero Program. Pictured above is a photo believed to have been taken during the 1940s that shows members of the Bracero program using short-handled hoes in a California field. Courtesy of the University of the Pacific.

²²⁰ *The War: Sacramento California*, PBS.

²²¹ Avella, *Sacramento: Indomitable City*, 108.

²²² Bracero History Archive, Center for History and New Media (2012), accessed 7 December 2012, <http://braceroarchive.org/>.

²²³ Avella, *Sacramento: Indomitable City*, 110.

With the build-up of military bases, families of all ethnicities began migrating to the area. Like many Sacramentans, African-Americans had also suffered during the Great Depression. While some of Sacramento's earliest settlers were African-American, Sacramento was a racially-charged city—McClellan was a segregated base and blacks were banned from public service in many facilities—and by 1940 the African-American population had reached 1,500. Many African-American families rented homes and businesses that had been previously lived in by Japanese families.

They [the Japanese] were the main source of a lot of the retail businesses and stuff. And they had to leave all of that. They left big two-story homes and they would arrange for blacks to rent those—blacks that were migrating in that had good jobs. They must have had some kind of an agent or something, and they would rent to us freely.²²⁴

Many Japanese residences and businesses were located in Sacramento's West End neighborhood, and in 1940 the heart of Japantown was on 4th Street between L and O Streets.²²⁵

African-Americans, both free and enslaved, were part of Sacramento since the days of the Gold Rush. African American miners, laborers, and businessmen (and some women), then numbering only in the hundreds, worked hard to establish an economic foothold in Gold Rush Sacramento. In 1850, a black church was founded—St. Andrews American Methodist Episcopal, located on 7th between G and H Streets. From 1850-1880, Sacramento's African-American community established the social, political, and religious foundations for a small but growing population. The outbreak of World War II had lasting effects on African-Americans in the Sacramento area. Business opportunities were plentiful, due to the evacuation of Japanese Americans. The war also caused a huge surge in the number of blacks moving to California from the southern states. Most were attracted by the rapid increase of defense-related employment during the war. Many settled in California after the war in order to live in a less restricting society. The post-war period saw a buildup of professional infrastructure in the African American community that was able to engage in Civil Rights issues to effectively challenge social barriers to their advancement.²²⁶

The Automobile and a Shift to Suburbs

Near the end of World War II, the National Federal Aid Highway Act of 1944 called for the creation of a national system of interstate highways "so located, as to connect by routes, direct as practical, the principal metropolitan areas, cities, and industrial centers, to serve the National Defense, and to connect at suitable points routes of continental importance in the Dominion of Canada and the Republic of Mexico."²²⁷

From California Department of Transportation Post-War Tract Housing Context:

Automobile purchases were another large part of the increase in consumer spending during the postwar years. Annual domestic production of automobiles rose from two

²²⁴ *The War: Sacramento, California*, PBS.

²²⁵ "Northern California, Sacramento." *Japantown Atlas* (15 March 2008), accessed 8 January 2013, <http://japantownatlas.com/map-sacramento.html>.

²²⁶ Clarence Caesar, "An Historical Overview of Sacramento Black Community 1850-1980," (master's thesis, California State University Sacramento, 1985), v-viii, 39.

²²⁷ Federal Highway Administration, "Interstate System," accessed 3 January 2013, <http://www.fhwa.dot.gov/programadmin/interstate.cfm>.

million in 1946 to eight million by 1955, while motor vehicle registrations more than doubled, from about 26 million in 1945 to 54 million in 1956. This growth in auto ownership coincided with a decline in the use of busses, streetcars, and trains. Transit ridership within metropolitan areas in the U.S. peaked in 1947 and began a long, steady decline thereafter.²²⁸ The geographical spread and low population densities of the postwar suburbs, along with the increasing dispersion of employment and shopping centers, made transit impractical for most people living outside the older and denser urban areas. Los Angeles led the nation's major cities in both rates of auto ownership and abandonment of public transportation. By the end of the 1950s, 95 percent of all trips in Los Angeles were by private automobile.²²⁹

As in the rest of the United States, much of the postwar housing boom in California predated the construction of the interstate freeway network. In general, freeway construction was neither a cause nor a means of metropolitan expansion in the late 1940s and 1950s. President Eisenhower signed the Federal Aid Highway Act into law in 1956, and many of California's most important freeways remained under construction more than a decade later. Where freeways were planned before or shortly after the war, development was drawn to those corridors, even when the actual construction of the freeway was years away. In many other areas, builders anticipated that existing roads and highways would be sufficient or would be improved and expanded to accommodate future growth. Only a few of the earliest freeways, such as the Arroyo Seco Parkway in Los Angeles and the North Sacramento freeway were open by the end of the 1940s. The substantial extension of metropolitan freeways in the late 1960s and 1970s brought about a second phase of suburban growth, more extensive than the initial postwar boom.²³⁰

At least initially, the new freeways allowed commuters to live farther from their places of work without a significant increase in commuting time. The benefit of more distant but less expensive land (and therefore more affordable housing) began to compete with the benefit of proximity to employment centers, leading to the explosive physical expansion of metropolitan areas. The migration of jobs from cities to suburbs followed close behind the growth in suburban population. More than three quarters of all new manufacturing and retail jobs created between 1950 and 1970 were located in suburban areas.²³¹

By 1973, suburban employment exceeded city employment.²³² This later phase of postwar growth saw the beginning of "edge cities," with mid-rise and even high-rise office buildings and shopping malls forming new employment and retail centers adjacent to freeway interchanges, well beyond not only the older central cities and streetcar suburbs, but much of the earlier phase of postwar suburban growth as well....²³³

²²⁸ Francis Bello, "The City and the Car," in *The Exploding Metropolis*, William H. Whyte, Jr., ed. (Doubleday & Company, 1958), 58.

²²⁹ Bello, "The City and the Car," 58.

²³⁰ Larry Ford, *Cities and Buildings: Skyscrapers, Skid Rows, and Suburbs* (Baltimore: Johns Hopkins University Press, 1994), 171-72.

²³¹ Lawrence B. De Graaf, "African American Suburbanization in California, 1960 through 1990," in *Seeking El Dorado: African Americans in California*, De Graaf, Kevin Mulroy, and Quintard Taylor ed. (Seattle: University of Washington Press, 2001), 406.

²³² Peter O. Muller, "The Outer City: The Geographical Consequences of the Urbanization of the Suburbs," in *The Suburb Reader*, Becky M. Nicolaides and Andrew Wiese, ed. (Routledge, 2006), 363.

²³³ Joel Garreau coined the term 'edge cities' to describe the exurban office and retail clusters that have developed around freeway interchanges. See *Edge City: Life on the New Frontier* (Anchor Books, 1991).

The postwar metropolitan region is often imagined as a central city dominated by a downtown business district and surrounded by bedroom suburbs. However, this image was accurate only briefly, and then only as a snapshot of a constantly evolving metropolis. By the mid-1970s, most American metropolitan areas had become complex and multi-centered entities, with housing, retail, and employment widely dispersed across an area far greater than that of prewar metropolitan areas.²³⁴

By the late 1940s, with 2.2 cars for every person in the city, Sacramento had one of the highest per capita automobile registration ratios in the world.²³⁵ As traffic congestion increased and commuting across town became difficult, Sacramento's Traffic Division Police Chief, Daniel J. Bennett, encouraged the city council to adopt one-way streets, increase off-street parking, and eliminate on-street parking on the busiest streets. As the ownership of automobiles rose, the need for public transportation decreased and the need for public parking garages increased. In 1947, the city's streetcar system was removed.

As transportation patterns and preferences shifted to a greater reliance on highways and trucking, many canning and other industrial operations and jobs were relocated from Sacramento's waterfront areas to places outside of the Central City, where the land was less expensive and it was possible to build larger processing complexes more cheaply. In 1947, the Campbell's Soup Company opened a plant south of the city on Franklin Boulevard, and was rail-served when it was constructed. The facility is still adjacent to a functioning freight line. Most canning facilities received produce via local drayage, received cans and shipped finished product via rail. The plant, closed in 2013, was the company's oldest facility in the United States, and the Campbell's Soup Company had been one of the top purchasers of tomatoes in the Central Valley.²³⁶ The Hollywood Park, Sutterville Heights, and Freeport Village neighborhoods developed in the vicinity of the plant to house employees. Residents began to move out of downtown Sacramento core to neighborhoods closer to their places of work

In 1954, the Eisenhower administration revised redevelopment laws to de-emphasize the relationship to public housing and extend funding to infrastructure projects. Redevelopment projects generally involve demolition of "blighted" areas and construction of new buildings/infrastructure. In Sacramento's West End, the new construction primarily took the form of government buildings, parking lots, and highways.

Annexation

While redevelopment projects were underway in the West End, the City of Sacramento under Mayor Barley Cavanaugh, Jr., annexed 27 neighboring districts between 1946 and 1955, increasing the size of the city by nearly ten square miles. It was during this period that the River Park, Colonial Heights, Fruitridge, South Land Park, and Coloma Heights neighborhoods were annexed. Although Sutterville Heights, Arden Arcade, and North Sacramento initially resisted annexation because residents feared higher taxes, these communities became a part of the city in 1947, 1959, and 1964, respectively.²³⁷ The City of Sacramento Annexation History map demonstrates Sacramento's growth during this period (see Figure 7).

²³⁴ CalTrans, *Tract Housing in California*, 17 -8.

²³⁵ Burg, *Sacramento's K Street*, 117.

²³⁶ Bill Lindelof, "Sacramento's I Street Bridge Celebrates 100 Years," *Sacramento Bee* (4 May 2012), accessed 10 December 2010, <http://www.sacbee.com/2012/05/04/4461242/sacramentos-i-street-bridge-celebrates.html>.

²³⁷ Avella, *Sacramento: Indomitable City*, 116.

The shift from public transportation to private automobiles was in many ways beginning to shape the location of services and patterns of development in the Sacramento area. The development of new residential suburbs generally included related services and businesses, often in the form of strip malls and commercial corridors along major arterials. Unlike the businesses downtown, the new suburban strip malls had surface parking lots for automobiles. Traffic congestion and limited parking deterred residents from coming downtown after work and on the weekends, and the proximity and convenience of the new strip malls to their homes made them particularly popular. In 1946, real estate developer Jeré Strizek opened the Town & Country Village on Fulton and Marconi Avenues. Following this model, Joseph Blumenfeld and James J. Cordano opened Country Club Center in 1951 on El Camino Avenue. Developed by Philip Heraty and William Gannon, the Swanston Estates Shopping Center (later known as the Arden Fair Mall) opened in 1957. Located directly off of the North Sacramento Freeway (Business 80), the 30-acre site lured many of the large department stores away from the downtown, including Hale's, Kress, and Sears, Roebuck & Co.²³⁸ In 1958, 342 stores remained on K Street, Sacramento's former retail corridor; by 1965, only 290 stores remained.²³⁹

²³⁸ Lance Armstrong, "Arden Fair Mall has Grown, Evolved with the Times," *Valley Community Newspaper* (14 January 2010), accessed 3 January 2013, <http://www.valcomnews.com/?p=216>.

²³⁹ Burg, *Sacramento's K Street*, 117, 134.

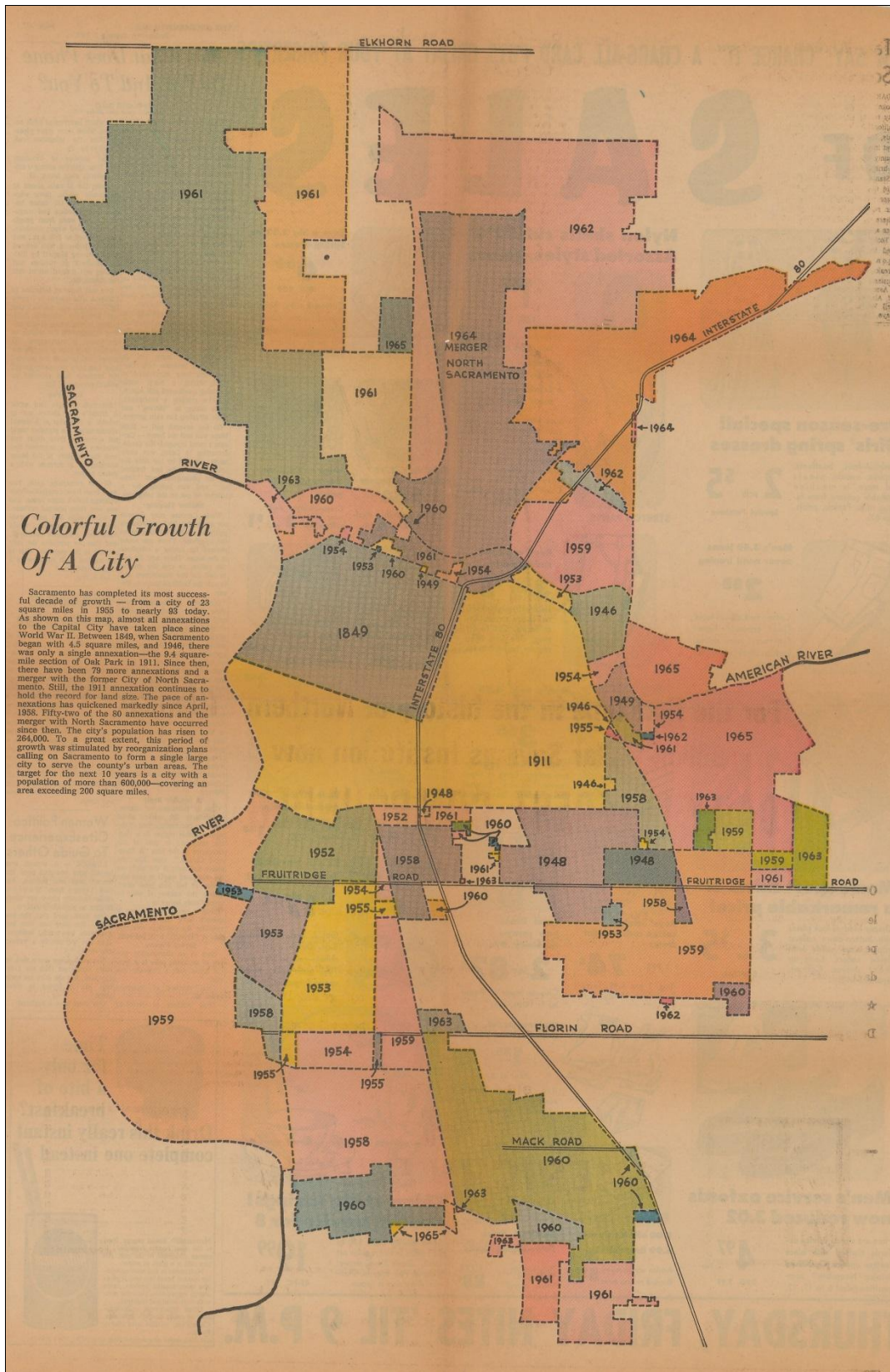


Figure 42. Map of annexations in Sacramento from the Sacramento Bee from 1966. [Center for Sacramento History, Lorraine W. Stephens Collection, 2004/064].

Several prominent Modernist architects and builders are associated with residential

communities in Sacramento and its vicinity, including Joseph Eichler, Carter Sparks, and the Streng Brothers. In 1955, Eichler and developer Moss & Moss opened the first units in their Eichler Homes development in South Land Park Hills. Eichler, who previously built homes in the Palo Alto area, selected Sacramento as the location for this planned residential community because of the stability of its economy, “its high retail sales, the increasing population of civil servants and military personnel, and the reputation of the south Sacramento suburbs as a desirable residential area.”²⁴⁰ Approximately sixty homes were built between 1955 and 1956, all of which were Jones & Emmons-designed three- or four-bedroom models.

Architect Carter Sparks and the Streng Brothers formed a successful collaboration that stretched from 1959 and 1989. One article, focused on Streng Brothers homes in the greater Sacramento area, states that “Bill and Jim Streng built close to 4,000 homes, all but 1,000 modern in style, in 40-some subdivisions and on individual lots. They worked almost entirely with a single architect, Carter Sparks, a dedicated modernist who also built dozens of custom homes for individual clients.”²⁴¹ A Streng Brother brochure from 1976 shows that the company had by then constructed homes in dozens of locations across Sacramento, Davis, Woodland, Winters, Carmichael, and the Folsom Lake area.²⁴²

Post-War Housing

From California Department of Transportation Post-War Tract Housing Context, Chapter 7

Patterns of Growth and Tract Location

The subdivision or tract was the building block of postwar suburban expansion. The cost of running utilities to new areas was steep enough to make gradual linear expansion impractical. Instead, entire subdivisions were constructed to defray the cost of providing utilities.

Postwar housing tracts, designed for auto use and not dependent on the expansion of existing public transit networks, were often located well beyond the built-up areas of cities. In contrast to streetcar suburbs, growing incrementally around the perimeters of their cities, these new tracts were often set (at least initially) amid agricultural land. However, the locations of these new housing developments were not as haphazard or arbitrary as some observers believed. Rather than random sprawl on any available parcel, proximity to employment centers strongly influenced developers’ choices in locating new housing.

Tract Size

Postwar housing tracts in California range in size from infill subdivisions of fewer than 20 houses to new communities with thousands of housing units... The smallest tracts may not exhibit the typical curvilinear street pattern of the period, due to the constraints imposed by the size and shape of the parcel. These small tracts can be found as infill or redevelopment within older urban neighborhoods and streetcar suburbs as well as in areas that were largely undeveloped until the postwar period.

²⁴⁰ “Eichler Home Units Are Opened To Public,” *Sacramento Union* (15 May 1955), 21 in *Eichlerific: Eichler Homes in Sacramento*, “1955 Newspaper Article: Eichler Homes Opening in Sacramento” (30 April 2010), <http://eichlerific.blogspot.com/2010/04/1955-newspaper-article-eichler-homes.html>.

²⁴¹ Dave Weinstein, “Greater Sacramento Strengs: Valley of the Atriums,” *Eichler Network*, accessed 12 September 2012, <http://www.eichlernetwork.com/article/greater-sacramento-strengs-valley-atriums>.

²⁴² “Carter Sparks + Streng Bros. Homes = ‘Solution for Contemporary Living in the Sacramento Valley,’” *Eichlerific: Eichler Homes in Sacramento* (26 July 2010), accessed 12 September 2012, <http://eichlerific.blogspot.com/2010/07/carter-sparks-streng-bros-homes.html>.

Tract Housing in California, 1945-1973

Postwar population growth, and therefore the size of the market for new housing, varied among the state's major metropolitan areas and smaller cities. This had an effect on the relative sizes of housing tracts found in different urban and suburban regions...

Prior land uses also strongly influenced the sizes of housing tracts developed in the postwar period. In areas where small farms were common, the new subdivisions are also typically small, reflecting the difficulty for developers of assembling two or more contiguous farms into larger tracts...

Alternatively, where builders were able to acquire large farms or ranches, the scale of postwar development is correspondingly large. In these instances, builders took advantage of opportunities to construct not just housing tracts, but entire new communities. At the largest end of the spectrum, a few vast landholdings that had remained intact since California's rancho period were transformed into master-planned developments with multiple tracts as well as business and commercial centers. Examples include Irvine in southern Orange County, Rancho Bernardo in San Diego County, and El Dorado Hills near Sacramento.

Tract Design

The typical postwar subdivision is immediately distinguishable by its street layout from older city neighborhoods and from many of the streetcar suburbs of the early 20th century. In contrast to the rectilinear urban grid, the street pattern of the postwar subdivision typically includes sweeping curves, loop streets, and cul-de-sacs...Curving streets limited sight distance and therefore cause motorists to drive more slowly than on long, straight streets. Cul-de-sacs and loops streets were used to discourage through traffic...

Long blocks are also common in the postwar subdivision, reducing the number of intersections and therefore the number of potential traffic conflicts and accidents... By constructing longer blocks with fewer cross-streets, developers were able to reduce their infrastructure costs by limiting the amount of paving and curbing required, and retain a larger portion of the tract for house lots.

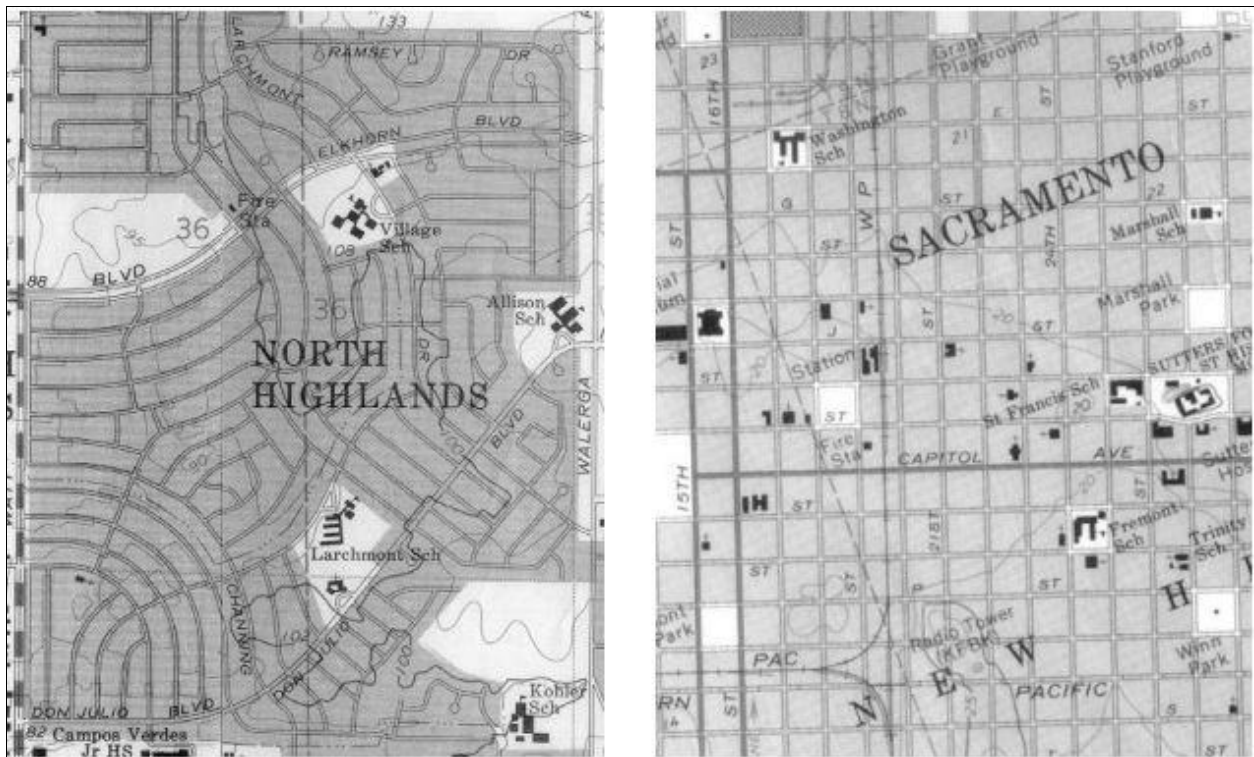


Figure 43. Comparisons of postwar and prewar street layouts: At left is a portion of the North Highlands tract near Sacramento, built in the early 1950s. It exhibits the characteristic street layout of the period, including curved streets, long blocks, and a limited number of through streets. More than two-thirds of the intersections shown are three-way intersections. At the same scale at right is a portion of central Sacramento, platted in the 19th century. This older area has shorter blocks and about 100 more intersections, nearly all of which a four-way intersections. Blocks are narrower in North Highlands because there are no alleys. Source: USGS “Rio Linda,” “Citrus Heights,” and “Sacramento East” quads, 1967.

...The streetscape of a suburban tract includes not only the street itself, but also the curb, planting strip, street trees, sidewalks, and front yards. Many developers preferred rolled curbs (also called mountable curbs) because they were cheaper to install and eliminated the need for curb cuts at each driveway. Rolled curbing is most frequently seen in tracts constructed from the end of World War II through the 1950s, and is less common in later tracts. The sidewalk would sometimes be placed next to the curb, particularly when rolled curbs were used, rather than having a planting strip between the curb and sidewalk... Developers sometimes planted street trees, either in the planting strips or the front yards. While the rear yard was private space for the family, the front yard, although privately owned, was visually part of the public realm.

Cluster Planning

A new method of subdivision or tract design, cluster planning, appeared toward the end of the 1950s and became increasingly popular in planning circles during the 1960s.

Variouly referred to as “cluster zoning,” “planned unit development,” or “open space communities,” cluster planning involved setting aside some portion of a tract as parkland or undeveloped green space, with the housing more densely grouped on the remaining land...

Cluster Planning in Sacramento: Greenhaven

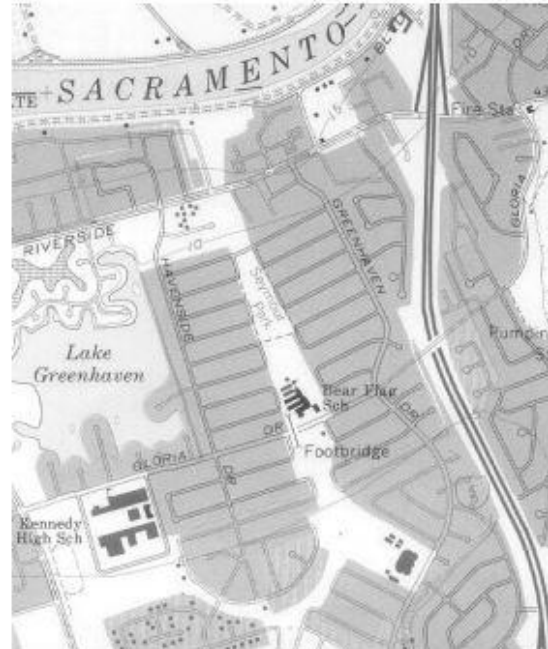
Sacramento's Greenhaven development won a National Association of Home Builders award for community planning in 1963, as a model of cluster planning.⁹ The initial *Greenhaven 70* plan was drawn up by David Whittet for the development partnership of Kermit L. Lincoln and Harold E. Parker, and construction began in 1961. About 1,300 houses were built in the initial phase. Rather than building the houses themselves, the developers sold lots (primarily to builders rather than homeowners) in an attempt to foster greater architectural variety.¹⁰

The street layout consists primarily of a series of loop streets separated by a linear park or greenway. The greenway is owned and maintained by the City of Sacramento as public parkland. The end of each loop street provides access to the greenway, and the few streets that

cross the greenway have overcrossings and undercrossings for pedestrians. The greenway was eventually extended in a north-south direction for approximately 1¾ miles, with shorter east-west extensions, and provided access to three schools. Most of the children in Greenhaven can therefore walk to school along the greenway without encountering vehicle traffic.



Pedestrian undercrossing along the greenway



Greenhaven tract, showing the linear greenway (unshaded area) between loop streets. [USGS "Sacramento West" quad, 1980]

Figure 44. CalTrans, *Tract Housing in California*, 50.

Community Building

While many merchant builders focused on constructing subdivisions of houses only, some of the larger builders planned for the inclusion of schools, shopping centers, and civic buildings such as libraries and fire stations in their larger developments. Merchant builders who engaged in development at this scale were also called “community builders,” in recognition of their role in creating not just housing tracts but new communities...

Multi-Family Housing

...The single-family detached house was the predominant housing type throughout the United States from the end of World War II through the 1950s, comprising more than 80 percent of all new housing construction.¹³ The proportion of multi-family housing

(apartments and condominiums) grew steadily in the 1960s, however, surpassing 40 percent of all new housing units constructed each year from 1968 through 1973... In California, the proportion of multi-family housing began to increase in the late 1950s and grew to become a majority of the new housing units built from 1962-64 and again from 1969-73. Apartment and condominium construction subsided abruptly with the recession of 1974 and never again achieved the pace of construction seen in the 1969-73 period...

While some of the multi-family housing constructed during the boom period consisted of urban high-rises, including urban renewal projects, much of it took the form of low-rise, garden apartment complexes in suburban areas. These typically consisted of multiple two-story buildings with separate, common parking shelters. Some of the larger apartment and condominium complexes had layouts based on cluster planning principles, with considerable areas of open space...Townhouses, consisting of attached two-story units, also became increasingly common throughout the 1960s and into the 1970s. These developments changed the face of the suburbs.²⁴³

Sacramento Housing and Redevelopment Agency and its Programs

In reaction to the Great Depression, the Federal Government created the Federal Housing Authority (FHA) through the National Housing Act to address the problems of inadequate and neglected housing conditions. The FHA had the power to lend money to private and public entities in order to finance the clearing of slums and the construction of public housing and to buy, condemn, sell, or lease properties during the development stages of new projects. In 1941, the FHA published *A Handbook for Urban Redevelopment for Cities in the United States*, a manual followed in 1949 by *Urban Redevelopment and Housing: A Plan for Post-War*. These publications culminated in the passage of the 1949 Housing Act, which included a chapter on slum clearance.²⁴⁴

The Sacramento Housing and Redevelopment Agency outlined the “conventional renewal process” in a 1978 publication. The redevelopment process has seven steps:

- Planning: The first step involved selecting project areas within a designated development area and preparing a plan that indicates the manner in which the area should be developed to conform to the city’s master plan.
- Financing: The federal government advanced the majority of the cost of planning a project, but loans had to be paid back and the Agency had to demonstrate its ability to contribute 1/3 of the net project costs.
- Acquisition: The goal in this stage of the process was to acquire land in an efficient and equitable manner.
- Relocation and Community Services: The adequate rehousing of families, individuals, and businesses displaced from a project area was a chief responsibility of the Agency.
- Demolition: Once buildings were vacant, demolition contracts were awarded.
- Site Improvement: Improvements such as the installation of utilities, sewer systems, storm drainage systems, curbs and gutters began after demolition.
- Disposition: Once the land was clear and assembled for new construction, it was sold to private

²⁴³ 43.-55

²⁴⁴ Lastufka, “Redevelopment of Sacramento’s West End, 1950-1970.”

developers.²⁴⁵

The following section provides an overview of Sacramento Housing and Redevelopment Agency project areas from the 1950s through the 1970s and the neighborhoods affected by them.

Redevelopment Area No. One

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

A 65-block portion of the Central Business District of Sacramento, once prime commercial land, was a classic example, as late as 1958, of an area victimized by the City’s unbridled growth. The area, bounded by the Sacramento River on the west and the State Capitol Building on the east, was abandoned to the forces of neglect and changed land use. It contained one of the worst skid rows west of Chicago. Run-down hotels, dance halls, pawn shops and bars made up much of the area. One twelve-block area in particular had 167 bars and wine shops. Flights, stabbings, murders, prostitution and fires were daily occurrences.

Commerciwise, the strong relationship between river traffic, railroads, industry and business no longer existed. Yet, the old pre-fabricated houses shipped by boat from the East Coast in the 1850’s remained. They were dilapidated, and seriously impaired the important western approach to California’s capital city.

Since the late 1920’s, the commercial center of this colorful and historically rich city—largely a product of the gold rush days—had moved eastward away from the deteriorating core. While the public financial burden of servicing the area was growing, tax revenue was decreasing each year.

Containing eight percent of the total city area and 7.5 percent of the population, the area had 26 percent of the fires, 36 percent of the juvenile delinquency, 42 percent of the adult crime and 76 percent of the tuberculosis cases.

The Beginning of Change

On February 3, 1950, the City Council designated the first 60-block Redevelopment Area No. One (enlarged to 62 blocks in 1951, 65 ¼ blocks in 1958, and to 75 ¼ blocks in 1961). In September, 1950, the city council activated the Redevelopment Agency pursuant to the provisions of the California Community Redevelopment Law of 1945, and appointed five resident electors on December 14, 1950, to serve as Agency Members.

Given the Responsibility of revitalizing the area by the City Council, the Redevelopment Agency began its first acquisition of property in September, 1956. Relocation of residents and businesses into standard structures, demolition of buildings, and resale of the land to developers, all in accordance with state law and the adopted Redevelopment Plan, followed.²⁴⁶

²⁴⁵ Sacramento Housing and Redevelopment Agency (SHRA), *Housing and Redevelopment Programs* (Sacramento, CA. 1978), 15-6.

²⁴⁶ SHRA, *Housing and Redevelopment Programs*, 14-5.

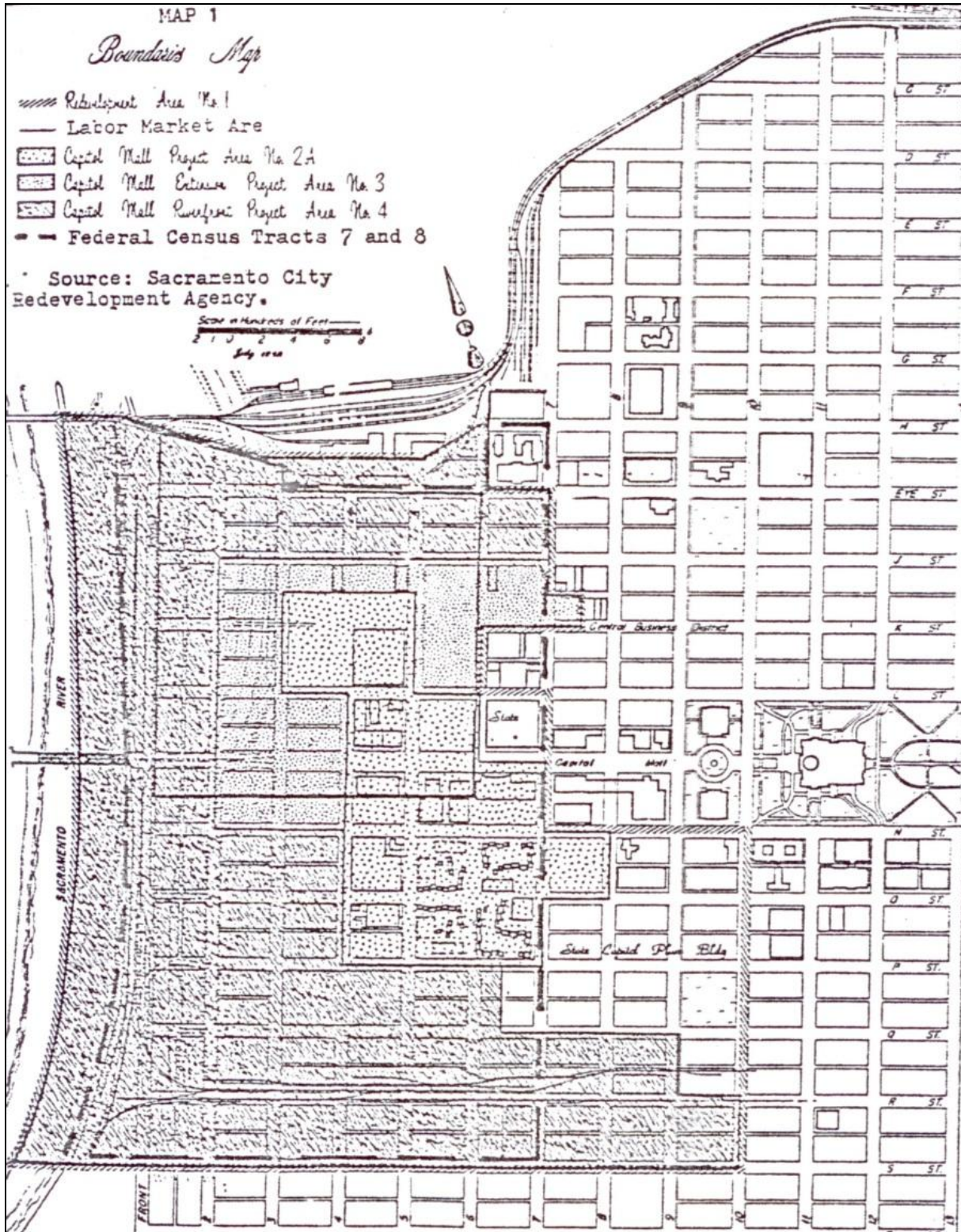


Figure 45. This map depicts the boundaries for the Labor Market Area, Redevelopment Area No. 1, Capitol Mall Project Area No. 21, Capitol Mall Extension Project Area No. 3, and Capitol Mall Riverfront Project No. 4. Sacramento's West End neighborhood, the area west of the Capitol extending to the waterfront, was enveloped by redevelopment efforts.

Source: Ken Lastufka, "Redevelopment of Sacramento's West End, 1950-1970: A Historical Overview with an Analysis of the Impact of Relocation," (master's thesis, California State University Sacramento, 1985), 7.

The West End

The West End, the area west of the Capitol to the waterfront that was also home to the Labor Market Area, was within the 60-block Redevelopment Area No. One (see Figure 10); as such it was among the first neighborhoods to be slated for redevelopment in Sacramento. Once filled with prosperous businesses during the railroad boom, the area fell into an economic decline by the 1920s that only continued during the Depression years. Seasonal laborers, many of whom worked for the city's canneries and railroads, represented the majority of West End residents. The neighborhood had one of the largest concentrations of agricultural workers west of Chicago. In the late 1940s, the area remained home to seasonal workers and non-white residents who were unable to find housing in neighborhoods with restrictive covenants. The neighborhood contained employment offices, cheap hotels, and bars. It was also home to several ethnic enclaves, including Sacramento's Chinatown and Japantown.²⁴⁷

In 1950, the Sacramento City Council designated the 60-block area comprising the West End as blighted. Documents drafted in 1954 illustrate the city's plan to remove much of the area's residential and business properties and replace them with state offices and wide boulevards. The plan would replace the low-income, and largely minority population of the West End and the small businesses it once contained with tall buildings and government employees.²⁴⁸

By the mid-20th century, redevelopment activity displaced Japanese, African-American, and Chinese ethnic enclaves that historically existed in the West End. Many of these residents were forced out of low rent dwellings and placed in rentals with higher rents in different parts of the county. Most former West End residents were displaced to Oak Park, Del Paso Heights, and the Elder Creek area.²⁴⁹



²⁴⁷ Center for Sacramento History, *Old Sacramento and Downtown*, 12.

²⁴⁸ Lastufka, "Redevelopment of Sacramento's West End, 1950-1970," 7.

²⁴⁹ Caesar, 163-64.

Figure 46. This wide-angle photograph taken December 4, 1968 shows the area bounded by 5th, 6th, J, and L Streets being prepared for construction of the underground parking garage of the Downtown Plaza.
 [Center for Sacramento History, Sacramento Bee Collection, 1983/001/SBPM12,683].



Figure 47. The new Downtown Plaza emerges on L Street, the heart of a new redeveloped business district.
 [Center for Sacramento History, James E. Henley Collection, 1997/046/0224].

Capitol Mall Project No. 2-A

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

A 15-block portion of Redevelopment Area No. One was designated as the first project in February of 1954 and was called the Capitol Mall Project (Project 2-A). The final redevelopment plan for this area was prepared by the Redevelopment Agency and approved by the City Council in September 1955, after public hearings.

The redevelopment plan provides that the portion of the area fronting on K and L Streets, west of 5th Street, be developed for general commercial use as an extension of the Central Business District. Adequate off-street parking was included. The importance of safety and convenience for pedestrians was recognized by the planned elimination of vehicular traffic on K Street between 3rd and 7th Streets, and by creation of a landscaped shoppers’ mall (Downtown Plaza).

The plan to provide a pleasing entry to the City and a suitable approach to the State Capitol Building was fulfilled. Capitol Mall, formerly Capitol Avenue, has been widened with a median grass strip and trees along each side. State office buildings and a City parking structure stand on Capitol Mall east of the Capitol Mall Project boundary line. In the project itself, the Capitol Mall is bordered west to 3rd Street by buildings of appropriate dignity, including: Federal Building, I.B.M. Building, Wells Fargo and Crocker National Bank Buildings, the McKeon office building complex consisting of the Insurance Exchange Building and the State Chamber of Commerce Building, the Plaza Towers Office Buildings, and the Sacramento Union Development.²⁵⁰

Sacramento lawmakers explored plans to convert the segment of K Street between 2nd and 12th streets to a pedestrian mall in order to compete with the new suburban strip malls.²⁵¹

Capitol mall Extension Project No. 3

On October 9, 1959, the Agency submitted to the Department of Housing and Urban Development the first part of its application to proceed with an additional 10-1/4 block area –the Capitol Mall Extension Project (Project No. 3). This project, which borders the Capitol Mall Project on three sides, was planned for development of retail and office building facilities. The redevelopment plan for the project was adopted by the Redevelopment Agency on April 11, 1960 and by the City Council on June 16, 1960. The Agency started the project during March of 1961...

Commercial Area

The area bounded by the 3rd-7th-J and L Streets was reconstructed with retail-commercial establishments and office buildings. The development of the area was designed to accomplish complete separation of pedestrian and vehicular traffic by the construction of Downtown Plaza on K Street, the construction of a two-block underground parking garage between 5th-6th-J and L Streets, and by converting the interior streets to pedestrian malls.

Downtown Plaza Mall

Construction of the \$450,000 first phase of the pedestrian mall between 4th and 5th on K Street began in November 1967 and was completed in August 1968. The second phase, from 5th to 7th Streets, began in the spring of 1971. The \$1 million cost of the three-block mall was shared by the Redevelopment Agency and the federal government.

Victor Gruen Associates, the internationally famous architectural-planning firm, was the designer of the mall. The architects have described the mall as a “plaza –a place for people to congregate, a place for functions, exhibits and concerts, as well as for rest in an atmosphere of beauty...”²⁵²

²⁵⁰ SHRA, *Housing and Redevelopment Programs*, 17.

²⁵¹ Burg, *Sacramento's K Street*, 134-35.

²⁵² SHRA, *Housing and Redevelopment Programs*, 19.



Figure 48. This aerial photo, taken in 1964, shows redevelopment projects taking shape in the West End. [Center for Sacramento History, Frank Christy Collection, 1998/722/1417].

Capitol Mall Riverfront Project No. 4

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

The general boundaries of Project No. 4 are: the Sacramento City Limits on the west; redevelopment Projects Nos. 2-A and 3 on the east; S Street on the south; and the Southern Pacific Railroad depot and freight yards on the north...

The land uses of the project include: General commercial, Residential-Cultural, Special Commercial, Residential, Historic-Commercial, Heavy Commercial, and Public

The Major elements of the project are the Old Sacramento Historic Area, Chinatown development, an Arts and Cultural Center, a Heavy Commercial Corridor, and a residential district near Capitol Towers (Project No. 2-A).²⁵³

Chinatown

²⁵³ SHRA, *Housing and Redevelopment Programs*, 21.

A new “Chinatown” has been constructed on the two block bounded by 3rd, 5th, I, and J Streets. The Development is centered around the Confucius Temple located at 4th and I Streets. Nine parcels were involved, ranging in square footage from 2,400 to 84,000— with development costs from \$120,000 to \$4 Million. All buildings have oriental architecture and many used materials imported from Hong Kong and Taiwan.

Chinatown provides 187 units of low-moderate elderly apartments, 72 low-moderate family apartments, commercial stores, offices and restaurants, and is serving as a base for the many Chinese family associations.

In 1865 all streets in the Chinatown area and neighboring vicinity were elevated to protect buildings against flooding; thus the natural terrain of the ground level is eight feet lower than the sidewalks or street level. At this lower level, a landscaped pedestrian mall was constructed. The mall features a multipurpose plaza for the shoppers and residents of Chinatown. Baronian and Danielson, landscape architects from San Francisco, were the designers of the mall.

All parcels in the Chinatown development are separated by the mall and landscaped courts. Chinese shops, restaurants and offices are on the lower level, additional commercial enterprises on the street level, and family association headquarters at the upper level of some structures.²⁵⁴

Old Sacramento

The historic area, comprising approximately 28 acres along the banks of the Sacramento River, is adjacent to the downtown central business district. Boundaries are the Sacramento River on the West, Capitol Mall on the south, I-5 freeway on the east, and the I Street Bridge on the north.

As the historic area was a blighted area, housing one of the worst skid row areas in the West, its revitalization is a great enhancement to the Sacramento community. Prior to the redevelopment the total area had a worth of approximately \$2 Million. Upon completion \$60 Million will have been spent on its restoration, adding significant tax dollars to the community. More importantly, Old Sacramento is one of the largest historic preservation projects in the United States with its preservation documenting important events such as the start of the Pony Express, the Central Pacific Railroad and the California Goldrush. Adding to the new businesses, restaurant and shops, the area is attracting tourists and visitors as a leisure time activity as well as a bustling business center.²⁵⁵

²⁵⁴ SHRA, *Housing and Redevelopment Programs*, 22.

²⁵⁵ SHRA, *Housing and Redevelopment Programs*, 23.



Figure 49. Looking west from J Street, this photo from 1967 captures the progress of Interstate 5's construction. What would become Old Sacramento is visible in the background.

[Center for Sacramento History, Frank Christy Collection, 1998/722/0832].

Located within arguably the most blighted section of the West End, the area now known as “Old Sacramento” became a federal redevelopment project overseen by the Sacramento Redevelopment Agency in the 1950s. Today a National Historic Landmark Historic District, Old Sacramento is located on the Sacramento River, where the city began. Old Sacramento is historically significant for its development during the Gold Rush, as a terminus of the Pony Express, and as the location of the western terminus of the first transcontinental railroad.²⁵⁶

²⁵⁶ SHRA, *Housing and Redevelopment Programs*, 23.

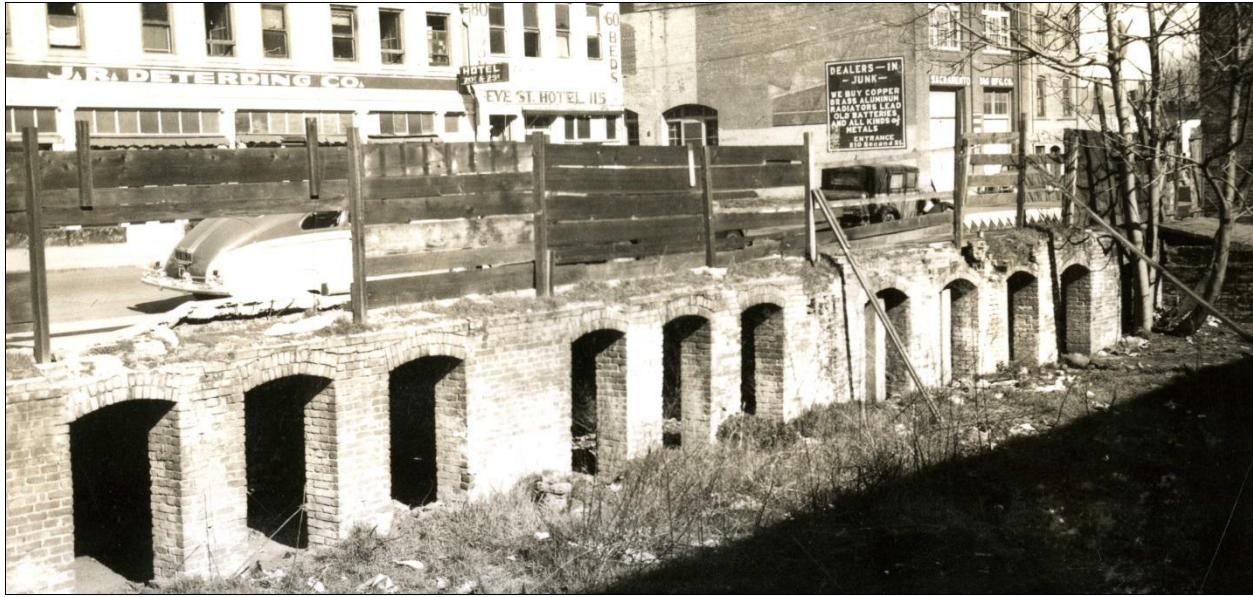


Figure 50. Redevelopment efforts exposed some of Sacramento's underground sidewalks. [Center for Sacramento History, Ted Leonard Collection, 2001/055 ff232-235].

During redevelopment, Old Sacramento's raised streets and hollow sidewalks were exposed. These areas were created from the 1850 through the 1870s during an effort to raise Sacramento's business district to protect it from floodwaters. The remains act as physical reminders of the city's efforts to prosper in a precarious location and become a suitable home for state government (see **State Government Context**).

As plans were laid for the new Interstate 5 project through Sacramento, many Sacramentans, notably Eleanor McClatchy, president of the McClatchy newspapers, lobbied to preserve the Sacramento River Embarcadero and some of its oldest buildings. McClatchy lobbied for routing on the west side of the Sacramento River; the selected route destroyed the Sacramento Bee building that was McClatchy's highest priority for preservation. Ultimately, the new freeway was located further east of the river banks than the original plan. In the mid-1950s, Newton Cope rehabilitated one of the first buildings in Old Sacramento—the Sacramento Engine Company No. 3 on 2nd Street, which is currently used as a restaurant.²⁵⁷

The Old Sacramento Historic District was listed as a National Historic Landmark historic district in 1965.²⁵⁸ Prior to the 1977 creation of the Secretary of the Interior's Standards for the Treatment of Historic Properties, Sacramento's City Historian, James Henley, historic rehabilitation architect Bob McCabe, and others, drafted detailed design guidelines for the district, including many façade restoration and reconstruction plans based upon historical photographs and documents. The district is comprised of restored *and* reconstructed buildings, with most on their original sites.²⁵⁹

²⁵⁷ Center for Sacramento History, *Old Sacramento and Downtown*.

²⁵⁸ Office of Historic Preservation, "Old Sacramento State Historic Park." (2013), accessed December 2013, http://www.parks.ca.gov/?page_id=497.

²⁵⁹ SHRA, *Housing and Redevelopment Programs*, 23.

Del Paso Heights Community Development Program – Project No. 5

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

The Del Paso Heights Neighborhood Development Program (NDP) was approved by the Department of Housing and Urban Development on April 1, 1970 and funds were made available to the Agency in July of that year.

The project area is comprised of 1,000 acres and contains about 8,000 persons, mostly in single-family homes. Fifty percent of the population is White, fifty percent Black, with a few Mexican-Americans. One-third of the buildings have been classified as standard, one-third as rehabilitation feasible, and one-third as substandard; and these buildings are scattered rather evenly throughout the area.

The first year eight-block target area, bounded by Dry Creek Road, May Street, Grand Avenue and South Street, was an area where 98 percent of the population of 300 was Black. The activities for the first year included construction of 18 units of rental housing, the rehabilitation of 25 homes, the demolition of 35 substandard homes, construction of 50 new single-family homes on existing vacant land and Agency-acquired lots, improvements to existing park and new park extension, and the construction of new streets, sidewalks, storm drains and street lights throughout the entire area. The cost of these activities was \$1,063,427.

The second target area was a twelve-block area adjacent to the first year project, extending to Rio Linda Boulevard on the west. The activities for the second year included construction of a new branch library, clearance of land for 40 units of multi-family housing and 40 units of elderly housing which was completed in March, 1976, rehabilitation of eight homes, demolition of eight substandard homes, construction of thirteen single-family homes on existing vacant land and Agency-acquired lots, and construction of new streets, sidewalks, storm drains and street lights on Grand Avenue and Rio Lina Boulevard. The cost of the second year activities was \$1,125,000.

The third, fourth, and fifth year activities were carried out in the second target area due to a cutback in funds. Third year activities included construction of a Neighborhood Health Center, acquisition of land for a proposed shopping center, demolition of six substandard homes, construction of a cross-over street, rehabilitation of eight homes and construction of one new single-family home. Fifth year activities included demolition of six substandard homes, construction of five new single-family dwellings, reconstruction of South Avenue with sidewalks, curbs, and gutters and street lights. The cost of third year activities was \$800,000; fourth year activities cost \$524,000, and extended fourth year activities approximately \$594,000.²⁶⁰

Alkali Flat Community Development Program – Project No. 6

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

The application for a Neighborhood Development Program in Alkali Flat was approved June 27, 1972 by the Department of Housing and Urban Development. The first year

²⁶⁰ SHRA, *Housing and Redevelopment Programs*, 27.

NDP in Alkali Flat was from June 16, 1971 to June 15, 1973.

The Project area consists of 25 blocks of residential, commercial, and industrial property. New zoning regulations were adopted on February 10, 1972 by the City Council so that improved long-range planning can be accomplished for the entire 25-block NDP area. Certain blocks were designated for residential use and others for office, commercial, and park use.

The entire project area contains approximately 1,500 persons, primarily in rental dwellings. The racial distribution is approximately 50 percent White, 35 percent Mexican-American, and 15 percent Black and Oriental. Forty percent of the population is over 55 years of age.

In Alkali Flat \$825,000 was used to carry out NDP activities for the first year in a two-block target area bounded by 8th-10th-D and E Streets. One Hundred Forty-Three new apartments, known as Washington Square, for low and moderate income families were built to replace the 62 substandard dwelling units and blighted warehouses formerly in the area.

The second year activity concentrated on completing site improvements for the first target area, including new streets, curbs and gutters...The plan is to develop low-income and conventional housing units and accomplish historical preservation where possible.²⁶¹

Oak Park Community Development Program – Project No. 7

From Sacramento Housing and Redevelopment Agency, “Housing and Development Programs”:

The Oak Park Neighborhood Development Program was approved by the Department of Housing and Urban Development effect June 16, 1972.

The Oak Park Project Area is comprised of approximately 1,300 acres and has a population of approximately 14,000 people. The racial breakdown for the area is approximately 48.6 percent Black, 47.8 percent White, and 3.6 percent other...

The first year target (1973-74) was comprised of a three-block area located in the northern section of Oak Park. The boundaries were 37th Street, Third Avenue, Santa Cruz Way and the property alignment between First and Second Avenues.²⁶²

First year activities are consisted of major and minor rehabilitation of approximately 26 single-family residences with the use of HUD grants and loans. The boundaries of the second year target area (1974-74) were 14th Avenue to the north, 16th Avenue to the south, South Sacramento Freeway to the west, and 34th Street to the east. The second year activities included cooperating with a Street Assessment District’s efforts to provide new streets, sidewalks, curbs.²⁶³

Subcontexts/Themes Not Included in This Evaluation

- Conventional Housing/Housing Projects

²⁶¹ SHRA, *Housing and Redevelopment Programs*, 28.

²⁶² SHRA, *Housing and Redevelopment Programs*, 30-1.

²⁶³ SHRA, *Housing and Redevelopment Programs*, 31.

The subcontext of public housing projects for this context. The history of Sacramento’s housing projects requires further research, evaluation, and documentation.

As of 1978, the SHRA owned and operated over 1,000 units of low-rent housing in three projects in the City and County of Sacramento.

New Helvetia – 360 units

River Oaks – 400 units

Dos Rios – 268 units (includes 50 units scattered throughout the Del Paso Heights area)²⁶⁴

Transportation Systems

Sacramento continued to grow, both in population and through the annexation of land. The former Boeing Airways municipal airport constructed in 1931 off of Freeport Boulevard south of downtown was no longer capable of serving the city’s needs. In 1958, a new Sacramento Metropolitan Field (SMF) airport was designed for a site located in North Natomas, twelve miles northwest of the Capital City on Interstate 5. Construction began in 1964 and the new airport opened in 1967.²⁶⁵

By 1960, 75 percent of the state government employees arrived at work by automobile and in 1961, 630,000 people entered or left Sacramento’s downtown each day. The daily commute of workers in and out of the city created a transportation conundrum—although it caused congestion, suburban residents were living far enough away from downtown Sacramento that public transportation was not a viable option for many.²⁶⁶

The Elvas Freeway, which later became State Route 51, Business 80 (Business Loop 80) and the Capital City Freeway, was constructed between 1950 and 1955. It was the second freeway built north of the Sacramento’s central grid streets, as part of the incremental development of the city and region’s freeway system. The Elvas Freeway was implemented in part to lessen traffic at the city’s three crossings of the American River—the Jiboom Street Bridge, the 16th Street Bridge, and the H Street Bridge. The freeway was widened from four to six lanes in 1965.²⁶⁷

In the late 1960s, Interstates 5 and 80 were completed, ameliorating traffic congestion, but unlike their German freeway counterparts, the US freeways, including Sacramento’s, were constructed in and through the existing city centers. Interstate 80 was designed to run through Sacramento along 29th and 30th Streets, where it would connect with Interstate Highway 50, which traversed W and X Streets. Huge swaths of land formerly containing residential neighborhoods and businesses were cleared in order to build the interstates around Sacramento. The new roads alleviated traffic congestion in and out of the city and also rerouted vehicular traffic that had once traversed Sacramento’s downtown to the periphery. With the completion of the freeway system, which encircled Sacramento’s Central City, Tower Bridge no longer remained the main entrance to the city. Reduced traffic in the city center began to negatively impact shops, restaurants, and other businesses downtown.

²⁶⁴ SHRA, *Housing and Redevelopment Programs*, 4.

²⁶⁵ Avella, *Sacramento: Indomitable City*, 124.

²⁶⁶ The California State Capitol Plan (Preliminary), December 1960, 4-8.

²⁶⁷ A.M. Nash, “New Elvas Freeway,” *California Highway and Public Works* (November-December 1954), 14, 16.

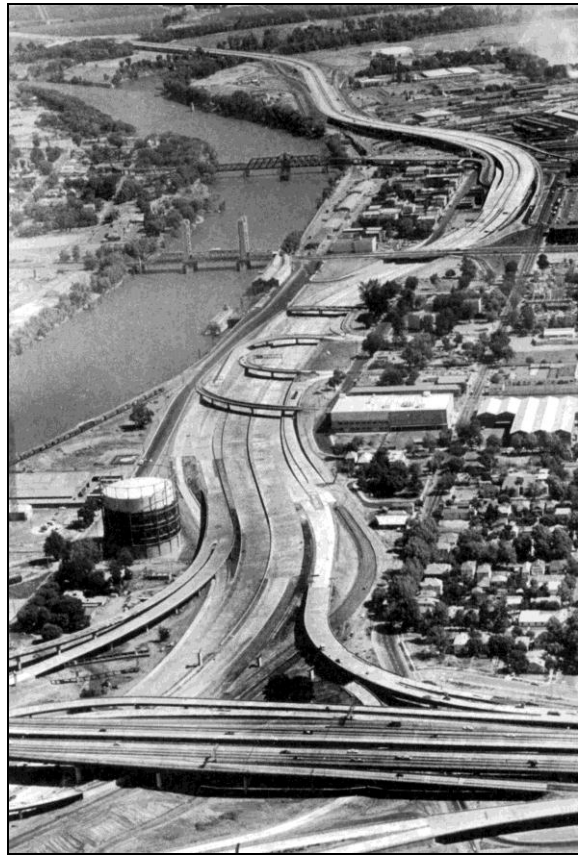
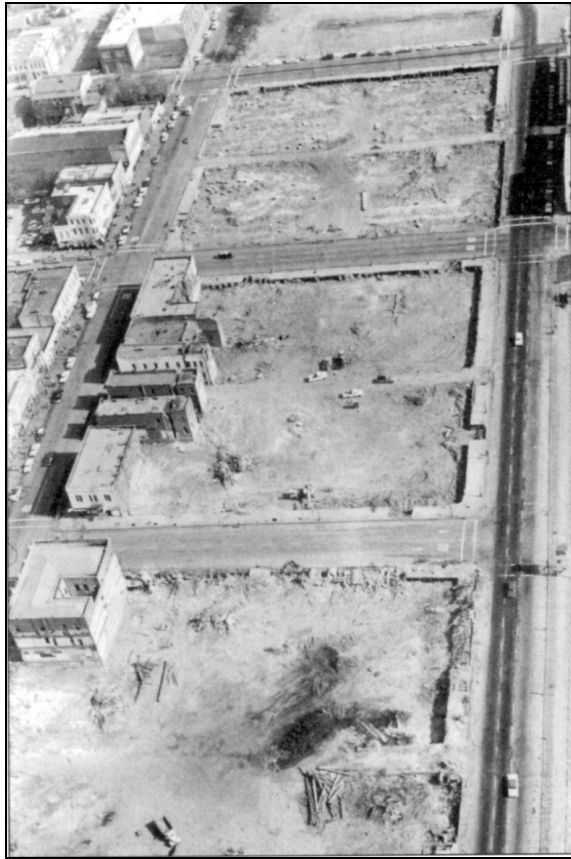


Figure 51. (Left) The area around Third Street was cleared for the construction of Interstate 5 in 1960. [Center for Sacramento History, Sacramento Bee Collection, 1983/001/SBPM Sacramento City Redevelopment].

Figure 52. (Right) Aerial of the nearly completed Interstate 5, 3 August 1970. [Center for Sacramento History, Sacramento Bee Collection, 1983/001/SBPM Freeway 2nd-3rd Street].

Transportation accessibility concerns also impacted business development in Sacramento’s downtown. To compete with the new Arden Fair Mall, Skidmore, Owings & Merrill Architects were hired to develop the West End Commercial Complex in the area bounded by 5th, 6th, J, and L Streets, and the necessary street closures to create the complex were realized through federal funding. In order to secure Macy’s as one of the mall’s flagship stores, the company stipulated that nearby freeway access was required. The desire expressed by Macy’s and other downtown businesses for easy freeway access factored into the preferred locations of new businesses and illustrated how dependent the region had become on the new freeway system. On 4 December 1968, construction began on the West End Commercial Complex and its underground parking garage. Between 1969 and 1972, the K Street Pedestrian Mall was designed by Eckbo, Dean, Austin & Williams, or EDAW, a major Bay Area landscape architecture and urban planning firm, with construction by A. Teichert & Son Construction, and was built directly east of the West End Commercial Complex project. It utilized a blend of landscape, public sculpture, and water features.²⁶⁸ The Capitol Plaza Hotel complex located west of the mall was completed in 1979.

²⁶⁸ Burg, *Sacramento’s K Street*, 32-9.



Figure 53. The beginning of redevelopment for the K Street Mall in 1969.
[Center for Sacramento History, Frank Christy Collection, 1998/722/1301].

Although some new commercial development downtown resulted from the construction of the freeway system in Sacramento, many neighborhoods were fractured by the construction of the new roads. “Taken together, the entire freeway system had the unfortunate effect of cutting off the original city from the outlying neighborhoods. It also cut the city off from the Sacramento River, which along with the railroad was a major part of the economy.”²⁶⁹

Historic Themes and Property Types

The following section summarizes important themes relating to the history of World War II, and mid-20th century redevelopment, and transportation in Sacramento and identifies property types that reflect these themes. Significance and integrity discussions follow each property type so that additional resources relating to the history of World War II, redevelopment, suburbanization, and transportation may be evaluated in the field. The significance discussion describes the criteria for which a resource may be historically significant and the integrity narrative provides guidance to determine whether the resource retains sufficient integrity to convey its historic significance.

²⁶⁹ Center for Sacramento History, *Old Sacramento and Downtown*, 70.

The primary historic themes and events which characterize the history of World War II, redevelopment, and transportation in Sacramento include:

- The shift from an economy focused on agriculture and railroad industries to one founded on state and federal government offices, military bases, and highway/freeway-based transportation;
- The influx of people from outside California who were drawn to Sacramento by available jobs;
- The exodus of people and businesses from the city center to newly developed suburban communities and annexed districts;
- Large-scale clearance and new construction projects funded by federal monies, including federal redevelopment programs; and
- The increasing popularity and availability of automobiles, the “car culture,” influenced how and where people lived, worked, traveled, and shopped, and shaped buildings, sites, and the city’s design.

Identification

For the purposes of determining eligibility for historic designation, four categories of resource types based on the previous discussion of property types have been developed. Each category includes certain specific types of resources as listed below:

1. Residential: This category includes a variety of single- and multi-family residential building types, and possibly their landscapes and subdivision configurations, that may be identified with World War II-era and post-war development and settlement patterns, that also may be identified with a post-War “Modern” design style. Resources may be found both in neighborhoods developed in support of new military facilities established in Sacramento during the twentieth century, as well as in the new outlying post WWII subdivisions, some of which were annexed into the city.
2. Commercial: This category relates to the competition between downtown businesses and suburban commercial developers to attract customers. Sacramento’s downtown, and the central city “J” and “K” Street corridors, were historically the region’s major commercial center, but popular shopping centers, and developments along major commercial corridors, were constructed outside the Central City to serve residents of new suburban developments. Design styles may also relate to both a post-War “Modern” aesthetic, and the “car culture” aesthetic, including “Googie Architecture.”
3. Infrastructure: This category relates to the forces that shaped broad development patterns and includes roads, highways/freeways, bridges and other ancillary structures.
4. Downtown Redevelopment Projects: This category includes various large-scale land-assembly, building and planning projects constructed downtown, and, in the case of much of “Old Sacramento,” preservation.

Residential Properties

The years leading up to and immediately following World War II represent a shift in residential development in Sacramento. When the Southern Pacific shops and canneries located along the river

were the largest centers of employment, workers typically resided close by. As the location of employment centers—new military bases and industrial complexes—shifted from Sacramento’s Central City to areas outside of the City, residential development followed. Initially, residential suburbs developed around these new employment centers: the North Highlands and Rancho Cordova areas around McClellan and the Del Paso area near the Liberty Iron Works—then part of the city of North Sacramento. The Hollywood Park, Sutterville Heights, and Freeport Village neighborhoods developed in the late 1940s in the vicinity of Campbell’s Soup’s new complex. This trend of residential development occurring outside of the Central City continued the 1950s through the 1980s. Mid-century designers and builders, Joseph Eichler, Carter Sparks, the Streng Brothers, Blomberg, and Lewis & Bristow, among others, constructed homes and planned neighborhoods in the South Land Park area, at River City Commons in Natomas, and greater Sacramento vicinities. Design of the new suburban developments contrasted with the historic gridiron street pattern of the city and featured more organic planning features, including cul-de-sacs and curvilinear streets. Single-family residences were typically one-story, utilized strong horizontal elements, which stressed the relationship of the structure to the land, indoor/outdoor living, use of new materials and construction techniques, and were designed in “ranch house,” “Usonian” block, or “modern,” architectural styles. Many included carports and incorporated building, site, and landscape design features which blurred the distinction between indoor and outdoor spaces. These post-World War II Era neighborhoods warrant further study to evaluate significance within the careers of prominent designers or builders, as potential historic districts, or as significant examples of the development of “Ranch” or post-war “Modern” design types in Sacramento.

Residential Buildings

Significance

Residential buildings may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register Criteria i, ii, and iii. World War II-era and post-war residential development in Sacramento is closely tied to suburbanization. Residential properties may be significant for their associations with a noted architect, landscape architect, builder, or with mid-century “Modern” design principles. Properties eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, or the Sacramento Register Criterion i (event) should be at least 50 years old, and have a close association with an important historical event or a developmental pattern relating to the history of World War II, post-war suburbanization, redevelopment, and/or freeway-related transportation in Sacramento.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Criterion ii (Person), residential properties should ideally be at least 50 years of age and should be closely associated with a significant person or persons associated with the history of World War II, post-war suburbanization, redevelopment, and/or freeway-related transportation in Sacramento.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Criterion iii (Design/Construction), residential properties should be at least 50 years of age and should “represent the work of a master or possess high artistic values” and may also demonstrate distinctive characteristics of a “type, period, region, or method of construction.”

Integrity

In regard to residential properties, the seven aspects of integrity in order of importance should be: design, materials, association, setting, location, workmanship, and feeling; please note for local evaluations, that the Sacramento Register does not address integrity of “feeling.” World War II-era and post-war residential buildings may express regional suburban settlement patterns, experimental materials, new or non-traditional building technologies, blurring or blending of indoor/outdoor spaces, and stylistic preferences of the architects, landscape architects, builders and residents. Therefore, the aspects of design, materials, and workmanship are most important, conveying importance of building technology, craft, and artistic inclinations of designers, builders, and owners. Location and setting are important aspects, providing the physical and functional contexts for the resource, and recognizing many of the suburban single-family homes’ lots, street layouts, and landscape plans were part of the overall attraction. The aspects of feeling and association are also important, and the building should retain the ability to convey the historic sense of the neighborhood and association with a larger development (if applicable). Exemplary workmanship was not necessarily as highly valued, or needed, in the post-war era because experimentation with new materials and manufacturing techniques was more important than hand craftsmanship.

Commercial Properties

Commercial buildings in the war and post-war eras were generally, though not all, dedicated to a single use, such as office, retail, restaurant/entertainment; or, to other income-producing uses not related to the production, distribution, or repair of goods. Within Sacramento’s Central City, commercial property types historically developed along J and K streets, which served as Sacramento’s original commercial corridors. Post World War II “Modern” commercial buildings were constructed both in Sacramento’s Downtown and Midtown areas. Architects of note include, Rickey & Brooks; Starks, Jozens & Nacht; Harry Devine; Dreyfuss & Blackford; Herbert Goodpaster; and Dean Unger, among others.

Following World War II, developers began to build shopping centers, strip malls, and commercial buildings along the major commercial corridors within the new residential subdivisions developed. The commercial buildings were generally of a post-war “Modern” or a “car culture” aesthetic, often referred to as “Googie Architecture.” The “modern” building types in Sacramento often included inset first-floor bases and floor to ceiling glazing and doorways with upper story grille or solar fin screens over the walls of glazing. In Sacramento, several post-war gas stations clearly reflect the “Googie Architecture” design aesthetic. The new commercial areas and shopping centers were popular because they were convenient by car, contained many stores in one location, and often had large expanses of parking lots right out front. The Town and Country Village, developed by Jere Strizek in 1946 and the Arden Fair Mall, designed in 1957 as an outdoor mall, rivaled the shopping establishments located downtown. Portions of K Street were converted to a pedestrian mall in the 1960s and the West End Commercial Complex, or Downtown Plaza, was constructed to lure costumers back downtown. These post-War projects warrant further study to evaluate significance within the careers of prominent designers or builders, as potential historic districts, or as significant examples of the development of post-war “Modern” design types” in Sacramento.

Significance

Commercial buildings may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register Criteria i, ii, and iii. Like its residential counterpart, World War II-era and post-war commercial development in Sacramento

is often reflects the competition between traditional downtowns and neighborhood development, and suburbanization and the exodus of downtown businesses to suburban shopping centers and strip malls. Commercial properties may be significant as part of a larger development of a neighborhood or for their associations with society's reliance on the automobile (sometimes referred to as "car culture"). Properties eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, or the Sacramento Register under Criterion i (Event) should have been constructed at least 50 years ago and have a close association with an important historical event or a developmental pattern relating to the history of World War II, downtown/suburban business competition, redevelopment, and/or post-war "Modern" and/or "car culture" design aesthetics, and highway-related transportation in Sacramento.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or the Sacramento Register under Criterion ii (Person), commercial properties should be at least 50 years of age and should be closely associated with a significant person or persons associated with the history of World War II, downtown/suburban business competition, redevelopment, post-war "Modern" and/or "car culture" designs, and highway-related transportation in Sacramento.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or the Sacramento Register under Criterion iii (Design/Construction), commercial properties should have been constructed at least 50 years of age and should "represent the work of a master or possess high artistic values" and may also demonstrate distinctive characteristics of a "type, period, region, or method of construction," particularly, the WWII and post-war design types, primarily post-war "Modern" designs and "car culture" or "Googie Architecture"

Integrity

In regard to commercial properties, the seven aspects of integrity in order of importance should be: design, materials, workmanship, association, feeling, setting, and location; please note for local evaluations, the Sacramento Register does not address integrity of "feeling." A commercial property typically expresses the values of the company or individual that built it and therefore it is important for the building to retain the bulk of its physical characteristics, especially its original design and materials. Location and setting are also important aspects, providing the context for the resource. Association with the building's original builder/owner and era of construction are also important. Exemplary workmanship was not necessarily as highly valued, or needed, in the post-war era where experimentation with new materials and manufacturing techniques was the priority over hand craftsmanship.

Downtown Redevelopment Projects

The shift in development from the city center to the surrounding regions resulted in the isolation of some of Sacramento's oldest communities, notably the area now called Old Sacramento and the Pocket areas located along the Sacramento River south of downtown, which became physically separated from the rest of the city by the construction of Interstate 5. Notable redevelopment projects in Sacramento's downtown include the Capitol Mall; the K Street Pedestrian Mall; Downtown Plaza, a six-block shopping mall that includes a Macy's department store built in 1963; the creation of the Old Sacramento Historic District, including the portion of the historic district that would become the Old Sacramento State Historic Park and its associated properties (e.g. the California State Railroad Museum); and the overall clearance

and redevelopment of the larger West End neighborhood beginning in the 1950s. Some of these projects may be representative of mid-century planning and design principles. Properties in the area may be at least 50 years old, and therefore eligible for listing in the Sacramento, California and National registers. Other properties are nearing the 50-year threshold for historic significance. Therefore, the historic significance of the area should be evaluated.

The redevelopment of the Capitol Area is an important phase of Sacramento's history, and related property types are discussed in the State Government chapter.

Significance

Redevelopment projects may be found eligible under National Register Criteria A, B, and C; California Register Criteria 1, 2, and 3; and Sacramento Register Criteria i, ii, and iii. Much of the built legacy of downtown Sacramento dates to the latter half of the twentieth century and entailed the demolition of often important buildings and entire neighborhoods in an effort to redevelop the city center. Properties eligible for listing in the National Register under Criterion A, California Register Criterion 1, or Sacramento Register Criteria i (Event) should be 50 years of age or older and will be associated with an important historical event or pattern relating to the history of World War II, redevelopment, and/or freeway-related transportation in Sacramento.

For properties to be listed under National Register Criterion B, California Register Criterion 2, or Sacramento Criterion ii (Person), redevelopment projects should be 50 years of age or older, and should be closely associated with a significant person or persons associated with the history of World War II, redevelopment, and/or freeway-related transportation in Sacramento.

For properties to be listed under National Register Criterion C, California Register Criterion 3, or Sacramento Criterion iii (Design/Construction), redevelopment projects should be at least 50 years of age and should "represent the work of a master or possess high artistic values" and may also demonstrate distinctive characteristics of a "type, period, region, or method of construction."

Integrity

In regard to redevelopment projects, the seven aspects of integrity in order of importance should be: design, location, setting, association, workmanship, materials, and feeling; please note for local evaluations, the Sacramento Register does not address integrity of "feeling." Because the character of mid-century redevelopment projects is often the result of a combination of aesthetic treatments, in both architecture and landscape architecture, as well as city planning principles, it is important that enough of the original building and site design, including massing, spatial relationships, and style, remain intact in order to convey how the property or properties were used and their aesthetic intent. Since redevelopment projects may have been constructed as part of a complex or as infill, it is crucial that these resources relate to both immediate and broader physical contexts, and integrity of location and setting should be retained for this reason. Since some redevelopment projects may be large-scale and may have been altered over time, integrity of materials and workmanship may be somewhat less important. Integrity of association and feeling are ranked next in importance because the project must retain enough overall integrity to express its significance within the era it was constructed. Exemplary workmanship was not necessarily as highly valued, or needed, in the post-war era where experimentation with new materials and manufacturing techniques was the priority over hand craftsmanship.

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APPENDIX C:

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Railroad Noise Modeling						
Railroad	Location	CNEL (dBA) at 50 feet from Railroad	Distance (Feet) from Railroad Centerline to CNEL (dBA)			
			70	65	60	55
Union Pacific/Amtrak	Downtown Amtrak Station (east/west)	74	90	200	390	850
Union Pacific	Downtown (north/south)	75	110	220	470	1100
Union Pacific	Sacramento State University (north/south)	74	90	200	420	900

Modeling Conducted by Ascent Environmental Inc., 2013

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APPENDIX D:

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Sacramento General Plan Noise Measurement Locations Descriptions and Conditions

Monitoring conditions and a more detailed description of each location are provided below:

- *Location 1* – Concrete crushing facility. Monitoring was conducted just outside property line, approximately 200 feet from the majority of the activity. Isolated events occurred within 50 feet of the monitoring location. Major sources of noise were bulldozers moving around site moving crushed material. Backup warning lights also contributed noise. Heavy-duty trucks moved material to and from site. The site is set back from major roads (Fruitridge Blvd. and Florin-Perkins Road), so traffic noise did not influence readings. The reading was taken over a 15 minute interval.
- *Location 2* – Recycling facility. Monitoring was conducted outside the property line. Major sources of noise were bulldozers and forklifts moving material on site. Most noise generated as bulldozers scraped asphalt as they moved the material. Bottles and cans were dumped for recycling at one point during the monitoring, creating an isolated noise spike. A public address system was used to make announcements to employees. Monitor was set up approximately 75 feet from majority of activity. The street in front of the facility experienced traffic, so the monitor was set up facing away from the street to minimize influence of traffic noise. L_{max} reading most likely resulted not from facility operations, but from truck door slamming on street next to monitor. Reading was taken over a 15 minute interval.
- *Location 3* – Truck stop and repair facility. Facility provides quick tire service, lube service, etc. for semi-trucks. Major sources of noise were trucks entering and leaving the facility, work being done on trucks, trucks braking and idling. Monitoring was conducted approximately 100 feet from where work was taking place, about 25 feet from one driveway where trucks entered and exited the facility. L_{max} was most likely registered as a truck entered the facility. Traffic noise from nearby roads was apparent, but was obscured by noise from truck facility. Reading was taken over a 15 minute interval.
- *Location 4* – The reading was taken as one bus arrived at the Center until its departure. This reading (i.e., $L_{eq} = 87.1$ dBA) lasted approximately three minutes. The reading was taken approximately seven feet from where bus arrived. The L_{max} was high (i.e., 98.0 dBA) due to the close proximity of the noise meter to the bus as it was braking and accelerating away from the center. Multiple buses can converge on the Center simultaneously causing a higher L_{max} , but such events would be relatively infrequent based on observations during the survey.
- *Location 5* – Truck distribution center. Reading was taken approximately 200 feet from where the trucks congregate. Maximum noise levels were measured during braking of the trucks. Constant noise was experienced from the idling of the trucks.
- *Location 6* – The reading was taken as the warning bell for the light rail began to sound at the intersection and the train passed through the intersection. The reading was terminated as the warning bell stopped ringing. The reading was

taken approximately 28 feet from the crossing guards and warning bell, and lasted approximately one minute (i.e., $L_{eq} = 82.4$ dBA; $L_{max} = 91.6$ dBA).

- *Location 7* – Freight train crossing. Reading was taken as the warning bell began to sound at the intersection (I Street, between 19th and 20th streets), and train passed through the intersection. Reading was terminated as warning bell stopped ringing. The reading was taken approximately 50 feet from the intersection, and lasted approximately five minutes. The train consisted of two locomotives and approximately 72 freight cars.
- *Location 8* – (corner of Fruitridge Road and South Land Park Drive). The reading was taken approximately 125 feet from outside equipment. The equipment operated continuously over the 15 minute monitoring period (i.e., $L_{eq} = 70.3$ dBA; $L_{max} = 82.4$ dBA). An additional and intermittent noise, which sounded like a valve opening and closing, occurred twice over the monitoring period. Traffic from Fruitridge Boulevard influenced the reading, as well as airplane flyovers from the nearby Sacramento Executive Airport; however, because the water treatment plant equipment operated continuously, the L_{min} value is most indicative of true ambient noise levels generated by the equipment at this distance (i.e., 63.9 dBA).
- *Location 9* – Amtrak Station approximately 50 feet from track. Reading was begun as train (one locomotive plus six passenger cars) began to leave station. Reading was terminated once train had completely left station. Maximum noise levels were from brief blasts of the train horn, as train began to depart.
- *Location 10* – Meadowview LRT. The reading was taken 24 feet from the light rail train as it arrived at the station and lasted for approximately three minutes (i.e., $L_{eq} = 79.2$ dBA; $L_{min} = 70.9$ dBA $L_{max} = 85.2$ dBA). The station has approximately 690 parking spaces for riders who utilize the light rail station and bus transfer station on the site. The reading was taken at 5:32 pm on a Thursday (October 18, 2007); thus, exiting passenger automobiles were backed up at the exit of the station which also influenced the noise reading.

APPENDIX E:

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City of Sacramento 2035 General Plan Update Background Report_Noise Modeling Results

Traffic Noise Model			Distance to Contour (feet)				
Roadway	From	To	CNEL @ 50'	70 dBA	65 dBA	60 dBA	55 dBA
El Centro Rd	Hankview Rd	Radio Rd	64.9	15	49	153	485
El Centro Rd/W El Camino Rd	Radio Rd	I-80	61.4	7	22	69	219
W Elkhorn Blvd	E Commerce Way	Natomas Blvd	68.5	35	112	355	1122
Del Paso Rd	Power Line Rd	I-5	68.4	35	110	349	1102
Del Paso Rd	I-5	Natomas Blvd	73.0	99	314	992	3138
Del Paso Rd	Natomas Blvd	Gateway Park Blvd	69.7	46	146	461	1459
San Juan Rd	El Centro Rd	Duckhorn Dr	61.1	6	20	64	202
Del Paso Rd	Gateway Park Blvd	Northgate Blvd	68.3	34	107	337	1067
Northgate Blvd	Main Ave	North Market Blvd	67.0	25	78	248	784
Northgate Blvd	North Market Blvd	I-80	69.6	46	144	456	1441
Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	68.4	35	109	346	1094
Truxel Rd	Arena Blvd	I-80	71.1	65	205	649	2052
Truxel Rd	Del Paso Rd	Arena Blvd	67.5	28	88	278	879
North Market Blvd	Truxel Rd	Northgate Blvd	65.8	19	61	192	607
Arena Blvd	I-5	Truxel Rd	65.8	19	59	188	594
Arena Blvd	El Centro Rd	I-5	67.6	29	91	287	908

E Commerce Way	W Elkhorn Blvd	N Park Dr	61.9	8	24	77	244
E Commerce Way	N Park Dr	Del Paso Rd	68.0	31	99	315	995
E Commerce Way	Del Paso Rd	Arena Blvd	65.1	16	51	162	512
Del Paso Blvd	Globe Ave	El Camino Ave	57.4	3	9	27	87
Del Paso Blvd	El Camino Ave	Marysville Blvd	62.6	9	29	91	288
Del Paso Blvd	Marysville Blvd	Arcade Blvd	57.0	3	8	25	80
Rio Linda Blvd	Marysville Blvd	Norwood Ave	62.8	10	30	95	301
Rio Linda Blvd	Norwood Ave	Arcade Blvd	61.8	8	24	75	238
Rio Linda Blvd	Arcade Blvd	Lampasas Ave	63.0	10	31	99	313
Marysville Blvd	Rio Linda Blvd	Bell Ave	57.7	3	9	29	93
Marysville Blvd	I-80	Arcade Blvd	63.5	11	36	113	358
Marysville Blvd	Arcade Blvd	Del Paso Blvd	60.0	5	16	50	159
Norwood Ave	Main Ave	I-80	66.6	23	72	228	722
Norwood Ave	Silver Eagle Rd	El Camino Ave	63.1	10	33	103	326
El Camino Ave	Grove Ave	Del Paso Blvd	63.6	11	36	115	363
El Camino Ave	Del Paso Blvd	I-80 Business	68.5	36	113	358	1131
Arden Way	Del Paso Blvd	Royal Oaks Dr	64.1	13	41	130	410
Arden Way	Royal Oaks Dr	I-80 Business	65.7	19	59	186	589
Grand Ave	Norwood Ave	Rio Linda Blvd	58.2	3	10	33	104
Silver Eagle Rd	Northgate Blvd	Norwood Ave	64.7	15	46	146	462

Main Ave	Northgate Blvd	Norwood Ave	67.2	26	83	263	833
Main Ave	Norwood Ave	Rio Linda Blvd	64.4	14	44	138	437
Main Ave	Marysville Blvd	Raley Blvd	52.4	1	3	9	28
W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	68.2	33	105	331	1046
Arcade Blvd	Marysville Blvd	Roseville Rd	68.0	31	99	315	995
RALEY BL	Ascot Ave	Bell Ave	67.2	26	83	261	827
Bell Ave	Norwood Ave	Winters St	61.2	7	21	66	208
Roseville Rd	Arcade Blvd	Watt Ave	67.3	27	85	269	851
Winters St	Bell Ave	I-80	60.2	5	17	53	167
Royal Oaks Dr	Arden Way	SR-160	58.8	4	12	38	119
Dry Creek Rd	Marysville Blvd	Grand Ave	54.7	1	5	15	46
Arden Garden Connector	Northgate Blvd	Del Paso Blvd	67.3	27	85	270	855
San Juan Rd	Truxel Rd	Northgate Blvd	66.4	22	69	218	689
W El Camino Ave	I-80	I-5	66.1	20	64	204	644
W El Camino Ave	I-5	Truxel Rd	67.7	29	93	294	929
W El Camino Ave	Truxel Rd	Northgate Blvd	66.0	20	63	198	627
W El Camino Ave	Northgate Blvd	Grove Ave	61.8	8	24	76	241
Garden Hwy	I-80	Orchard Ln	57.3	3	8	27	84
Garden Hwy	Gateway Oaks Dr	I-5	68.9	39	123	389	1232
Northgate Blvd	I-80	San Juan Rd	68.3	33	106	334	1057

Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	69.3	43	136	430	1360
Truxel Rd	W El Camino Ave	Garden Hwy	65.0	16	50	159	504
Truxel Rd	San Juan Rd	W El Camino Ave	67.6	29	91	289	912
Truxel Rd	I-80	San Juan Rd	69.4	44	138	436	1379
I St	5th St	12th St	62.9	10	31	97	308
I St	21st St	29th St	55.7	2	6	19	59
L St	5th St	15th St	59.9	5	16	49	155
L St	15th St	29th St	59.3	4	14	43	135
P St	16th St	29th St	59.9	5	16	49	156
J St	3rd St	7th St	63.5	11	36	113	358
J St	21st St	29th St	62.2	8	26	82	260
Q St	3rd St	10th St	61.6	7	23	72	226
7th St	P St	J St	55.1	2	5	16	51
12th St	D St	I St	57.7	3	9	30	93
12th St	N St	P St	49.7		1	5	15
15th St	X St	Broadway	58.6	4	11	36	113
15th St	J St	P St	60.8	6	19	60	191
16th St	P St	W St	61.9	8	25	78	247
29th St	J St	P St	60.7	6	19	59	187
30th St	P St	J St	58.7	4	12	37	117

Alhambra Blvd	Stockton Blvd	Broadway	61.7	7	23	74	234
Broadway	3rd St	5th St	59.4	4	14	44	139
Broadway	Riverside Blvd	Franklin Blvd	61.7	7	23	73	232
Richards Blvd	Bercut Dr	N 7th St	65.7	19	59	188	593
Exposition Blvd	SR-160	I-80 Business	67.1	26	81	256	809
Exposition Blvd	I-80 Business	Arden Way	72.2	84	265	838	2649
Arden Way	I-80 Business	Exposition Blvd	71.3	67	212	670	2118
El Camino Ave	I-80 Business	Howe Ave	70.9	61	194	614	1941
Marconi Ave	I-80 Business	Bell St	68.8	38	119	375	1186
Auburn Blvd	Howe Ave	Watt Ave	62.7	9	29	93	293
Auburn Blvd	Watt Ave	SR-244	68.5	36	113	356	1126
Auburn Blvd	El Camino Ave	Arcade Blvd	60.9	6	19	61	194
American River Dr	Howe Ave	Watt Ave	63.8	12	38	120	380
Heritage Ln	Arden Way	Exposition Blvd	59.8	5	15	48	152
Howe Ave	US-50	Fair Oaks Blvd	69.3	42	134	424	1341
Howe Ave	Fair Oaks Blvd	Hurley Way	69.3	42	134	424	1341
Howe Ave	Hurley Way	El Camino Ave	68.7	37	117	371	1172
Howe Ave	El Camino Ave	Auburn Blvd	67.2	27	84	265	839
Alta Arden Ex	Howe Ave	Fulton Ave	67.3	27	86	271	857
Fair Oaks Blvd	Howe Ave	Munroe St	69.9	49	154	487	1540

Fair Oaks Blvd	Munroe St	Watt Ave	71.3	67	212	669	2115
Fair Oaks Blvd	Watt Ave	Eastern Ave	73.0	100	315	998	3155
Watt Ave	Fair Oaks Blvd	US-50	74.3	135	427	1351	4272
Elvas Ave/56th St	52nd St	H St	63.0	10	32	101	318
Elvas Ave	J ST	Folsom Blvd	66.4	22	69	219	694
H St	Alhambra Blvd	45th St	64.2	13	42	131	416
H St	45th St	Carlson Dr	64.4	14	44	138	435
J St	Alhambra Blvd	56th St	64.1	13	40	127	402
Folsom Blvd	47th St	65th St	68.3	34	107	337	1067
Folsom Blvd	Howe Ave	Jackson Hwy	69.6	46	145	460	1453
Howe Ave	US 50	14th Ave	71.1	65	204	646	2043
Stockton Blvd	Alhambra Blvd	US-50	60.5	6	18	56	176
Jackson Hwy	Folsom Blvd	S Watt Ave	66.9	25	78	246	779
Hornet Dr	US-50 WB Ramps	Folsom Blvd	64.0	12	39	125	395
La Rivera Dr	Watt Ave	Folsom Blvd	66.7	24	75	236	747
Carlson Dr	Moddison Ave	H St	59.6	5	14	46	145
College Town Dr	Hornet Dr	La Rivera Dr	63.5	11	36	113	356
39th St	Folsom Blvd	J St	55.7	2	6	19	59
59th St	Folsom Blvd	Broadway	62.4	9	27	86	272
C St	33rd St	McKinley Blvd	61.2	7	21	65	206

Sutterville Rd	Riverside Blvd	Freeport Blvd	62.8	9	30	94	298
Sutterville Rd	24th St	Franklin Blvd	65.1	16	51	162	512
Seamas Ave	I-5	S Land Park Dr	64.3	13	42	133	421
Fruitridge Rd	S Land Park Dr	Freeport Blvd	64.3	13	42	133	421
Fruitridge Rd	Freeport Blvd	Franklin Blvd	66.2	21	65	207	654
Fruitridge Rd	Franklin Blvd	SR-99	65.8	19	60	191	604
Franklin Blvd	Broadway	5th Ave	61.8	8	24	76	239
Franklin Blvd	Sutterville Rd	Fruitridge Rd	67.9	31	98	311	983
Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	68.3	34	107	339	1073
Riverside Blvd	Broadway	2nd Ave	59.6	5	14	45	144
Riverside Blvd	Sutterville Rd	Seamas Ave	58.5	4	11	35	111
Land Park Dr	Broadway	Vallejo Way	60.8	6	19	60	191
S Land Park Dr	Sutterville Rd	Seamas Ave	56.9	2	8	25	78
24th St	Sutterville Rd	Fruitridge Rd	62.2	8	26	82	261
Stockton Blvd	US-50	Broadway	66.3	21	67	213	674
Stockton Blvd	Broadway	Fruitridge Rd	67.6	29	91	289	912
Broadway	Alhambra Blvd	Stockton Blvd	66.3	22	68	215	681
Broadway	Stockton Blvd	65th St	66.1	20	64	202	640
65th St	Elvas Ave	14th Ave	68.5	35	112	354	1119
Power Inn Rd	14th Ave	Fruitridge Rd	70.8	60	189	599	1893

12th Ave	Martin Luther King Jr Blvd	SR-99	62.8	10	30	96	304
14th Ave	65th St	Power Inn Rd	64.4	14	43	137	433
Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	66.9	25	78	247	780
Fruitridge Rd	SR-99	44th St	65.4	17	54	172	543
Fruitridge Rd	44th St	Stockton Blvd	70.5	56	176	555	1756
Fruitridge Rd	Stockton Blvd	65th St	65.6	18	57	181	571
Fruitridge Rd	65th St	Florin Perkins Rd	67.6	29	91	288	911
Fruitridge Rd	Florin Perkins Rd	S Watt Ave	67.6	29	90	285	903
Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	60.3	5	17	53	169
T St	Stockton Blvd	59th St	53.5	1	4	11	36
33rd St	4th Ave	12th Ave	57.9	3	10	31	98
Raley Blvd	Bell Ave	I-80	68.4	34	109	343	1086
S Watt Ave	US-50	Kiefer Blvd	72.1	81	256	809	2558
Florin Rd	Riverside Blvd	Havenside Dr	63.1	10	33	103	326
Florin Rd	Havenside Dr	I-5	67.9	31	98	310	981
Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven dr	63.9	12	39	124	392
Pocket Rd	Greenhaven dr	Freeport Blvd	66.3	21	68	215	679
43rd Ave	Gloria Dr	13th St	58.8	4	12	38	120
S Land Park Dr	Windbridge Dr	Florin Rd	58.2	3	11	33	105
Gloria Dr	Florin Rd	43rd Ave	56.6	2	7	23	72

Greenhaven Dr	Gloria Dr	Florin Rd	60.6	6	18	58	183
Freeport Blvd	Pocket Rd	South City Limits	66.1	20	65	204	646
Freeport Blvd	Florin Rd	Pocket Rd	68.2	33	104	328	1038
24th St	Fruitridge Rd	Florin Rd	67.2	27	84	265	839
24th St	Florin Rd	Meadowview Rd	63.8	12	38	121	382
Meadowview Rd	Freeport Blvd	Brookfield Dr	69.8	48	152	479	1516
Florin Rd	Freeport Blvd	Franklin Blvd	69.5	45	141	445	1408
43rd Ave/Blair Ave	13th St	Freeport Blvd	59.6	5	14	45	143
47th Ave	24th St	Franklin Blvd	69.3	43	135	428	1354
Franklin Blvd	Fruitridge Rd	47th Ave	67.3	27	85	269	851
Stockon Blvd	Florin Rd	Mack Rd	70.0	50	159	502	1588
65th St	14th Ave	Fruitridge Rd	68.0	32	101	319	1007
65th Ex	Elder Creek Rd	Stockton Blvd	68.2	33	104	328	1037
Power Inn Rd	Fruitridge Rd	Florin Rd	69.8	48	150	476	1504
S Watt Ave	Kiefer Blvd	Jackson Hwy	70.8	60	189	597	1887
Florin Rd	Franklin Blvd	SR-99	71.9	77	243	769	2433
Florin Rd	SR-99	65th St	73.2	105	331	1046	3307
Florin Rd	65th St	Stockton Blvd	70.5	56	178	563	1780
Florin Rd	Stockton Blvd	Power Inn Rd	69.5	44	140	441	1396
Florin Rd	Power Inn Rd	Florin Perkins Rd	69.0	40	127	402	1270

Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	69.5	44	140	441	1396
Elder Creek Rd	Florin Perkins Rd	Hedge Ave	65.1	16	51	163	515
Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	68.8	38	119	377	1192
Florin Perkins Rd	Elder Creek Rd	Florin Rd	68.6	36	114	362	1144
Mack Rd	Meadowview Rd	Franklin Blvd	69.6	46	144	457	1444
Mack Rd	Franklin Blvd	Center Pkwy	70.5	56	177	561	1774
Mack Rd	Center Pkwy	Stockton Blvd	69.9	49	156	493	1558
Center Pkwy	Tangerine Ave	Mack Rd	60.4	5	17	54	172
Center Pkwy	Mack Rd	Bruceville Rd	60.9	6	19	61	194
Valley Hi Dr	Franklin Blvd	Center Pkwy	64.1	13	41	129	409
Valley Hi Dr	Center Pkwy	Mack Rd	67.2	27	84	265	838
Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	64.7	15	47	148	468
Bruceville Rd	Consumnes River Blvd	Calvine Rd	70.9	61	194	612	1935
Franklin Blvd	Village Wood Dr	Big Horn Blvd	66.9	25	78	245	776
Franklin Blvd	Mack Rd	Turnbridge Dr	69.3	42	134	423	1336
Franklin Blvd	47th Ave	Turnbridge Dr	70.1	51	161	508	1606
Stockton Blvd	Fruitridge Rd	Florin Rd	69.8	48	151	477	1510
65th Ex	Stockton Blvd	Florin Rd	68.5	35	112	354	1120
Power Inn Rd	Florin Rd	Elsie Ave	70.7	59	185	585	1851
47th Ave	Franklin Blvd	SR-99	71.1	64	203	640	2025

47th Ave	SR-99	Stockton Blvd	71.1	64	203	642	2031
Franklin Blvd	Mack Rd	Village Wood Dr	69.3	42	134	424	1342
Elkhorn Blvd	SR-99	E Commerce Way	69.1	41	129	408	1291
Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	65.4	17	55	174	551
Folsom Blvd	US-50	Howe Ave	69.3	42	134	424	1342
Cosumnes River Blvd	Franklin Blvd	Center Pkwy	67.9	31	97	307	971
Freeport Blvd	21st St	Sutterville Rd (N)	64.9	15	49	153	485
Freeport Blvd	Broadway	21st St	60.6	6	18	57	182
Land Park Dr	Vallejo Way	13th Ave (S)	61.4	7	22	68	216
Land Park Dr	13th Ave (S)	Sutterville Rd	59.2	4	13	42	132
Riverside Blvd	7th Ave	Sutterville Rd	63.9	12	39	124	392
Riverside Blvd	2nd Ave	7th Ave	61.1	6	20	64	202
24th St	Donner Way	Sutterville Rd	52.2	1	3	8	26
Sutterville Rd	Freeport Blvd	Sutterville Bypass	64.6	15	46	145	460
5th St	Broadway	Vallejo Way	55.4	2	6	17	55
Broadway	5th St	Riverside Blvd	60.6	6	18	57	180
Elder Creek Rd	Florin Perkins Rd	S Watt Ave	65.9	20	62	195	617
Richards Blvd	N 7th St	N 12th St	63.0	10	31	99	313
12th St	Richards Blvd	D St	65.2	17	53	167	527
16th St	Richards Blvd	I St	69.6	46	144	457	1444

N 7th St	Richards Blvd	B St	60.0	5	16	50	158
Florin Rd	I-5	Freeport Blvd	69.4	44	138	436	1379
Cosumnes River Blvd	Center Pkwy	SR-99	66.3	21	67	211	669
Garden Hwy	Orchard Ln	Gateway Oaks Dr	69.4	43	138	435	1375
J St	7th St	10th St	62.9	10	31	98	310
J St	10th St	16th St	63.2	11	33	106	334
P St	16th St	9th St	59.7	5	15	46	146
P St	9th St	2nd St	59.8	5	15	48	152
Franklin Blvd	5th Ave	Sutterville Rd	65.2	17	53	167	527
J St/Fair Oaks Blvd	H St	Howe Ave	61.2	7	21	67	211
Folsom Blvd	Jackson Hwy	S Watt Ave	63.9	12	39	124	391
Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	67.9	31	97	305	966
Freeport Blvd	Fruitridge Rd	Florin Rd	67.9	31	97	307	971
Garden Hwy	I-5	Truxel Rd	72.2	83	262	827	2615
Garden Hwy	Truxel Rd	Northgate Blvd	73.4	110	349	1104	3492
Norwood Ave	I-80	Silver Eagle Rd	66.2	21	66	210	665
SR-99	W Elkhorn Blvd	I-5/SR-99 Interchange	79.2	412	1303	4121	13030
I-5	I-5/SR-99 Interchange	Arena Blvd	83.3	1069	3379	10686	33792
I-5	Arena Blvd	I-5/I-80 Interchange	83.8	1202	3802	12022	38016
I-5	I-5/I-80 Interchange	W El Camino Ave	82.2	836	2644	8363	26445

I-5	W El Camino Ave	Richards Blvd	84.6	1456	4605	14564	46054
I-5	Richards Blvd	J St	84.6	1452	4590	14515	45901
I-5	J St	I-5/I-80 Business & US 50 Interchange	84.5	1403	4436	14029	44365
I-5	I-5/I-80 Business & US-50 Interchange	Sutterville Rd	82.5	888	2808	8881	28083
I-5	Sutterville Rd	43rd Ave	83.4	1099	3476	10994	34765
I-5	43rd Ave	Florin Rd	81.6	728	2301	7278	23014
I-5	Florin Rd	City Limits	80.9	613	1938	6128	19379
SR-99	SR-99/I-80 Business/US-50 Interchange	Fruitridge Rd	85.3	1696	5363	16960	53632
SR-99	Fruitridge Rd	47th Ave	83.9	1222	3866	12224	38656
SR-99	47th Ave	Mack Rd	84.4	1384	4378	13843	43776
SR-99	Mack Rd	Sheldon Rd	82.0	784	2478	7836	24781
I-80	Garden Hwy	I-5/I-80 Interchange	81.2	658	2081	6582	20813
I-80	I-5/I-80 Interchange	Northgate Blvd	83.5	1125	3558	11253	35584
I-80	Northgate Blvd	Watt Ave	83.6	1150	3635	11496	36352
US-50/I-80 Business	I-5/US-50 & I-80 Business Interchange	SR-99/US-50/I-80 Business Interchange	86.1	2040	6451	20400	64512
US-50	SR-99/US-50/I-80 Business Interchange	65th St	85.7	1855	5868	18555	58675
US-50	65th St	S Watt Ave	84.5	1410	4460	14102	44595

I-80 Business	SR-99/US-50/I-80 Business Interchange	J St	82.7	929	2939	9294	29389
I-80 Business	J St	SR-160 Interchange	84.3	1350	4270	13503	42701
I-80 Business	SR-160 Interchange	El Camino Ave	84.1	1291	4083	12912	40832
I-80 Business	El Camino Ave	Marconi Ave	83.8	1209	3822	12086	38221
I-80 Business	Marconi Ave	Fulton Ave	83.3	1078	3410	10783	34099
I-80 Business	Fulton Ave	City Limits	83.5	1126	3561	11261	35610
SR-160	Richards Blvd	Business 80 Interchange	77.6	287	906	2866	9062

APPENDIX F:

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COUNTY OF SACRAMENTO

Environmental Management Department

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
P O BOX 844	SHERMAN-WEST COMPANY	RIO VISTA	94571	I						
1ST ST/HWY 160	RAMOS OIL - ISLETON	ISLETON	95641	A	A	I				1
425 1ST AVE	SCUSD-FAC SERVICES DIV	SACRAMENTO	95818	A	A	A				1
519 1ST AVE	ACE AUTO WRECKING	SACRAMENTO	95818	A	A					
601 1ST AVE	RATH TRUCKING	SACRAMENTO	95818	I	I					
1055 1ST AVE	CA AMERICAN WATER - WAL GR 1	LOCKE	95690	A						
2415 1ST AVE M/S A156	DEPARTMENT OF MOTOR VEHICLES HE/	SACRAMENTO	95818	A	A					
2555 1ST AVE	CALIFORNIA HIGHWAY PATROL HDQTRS	SACRAMENTO	95818	A		A				1
3446 2ND AVE	EMICK GARAGE	SACRAMENTO	95817		I					
3537 2ND AVE	KOMBI HAUS VW RESTORATION	SACRAMENTO	95817		A					
4840 2ND AVE	UCD HEALTH SYSTEM CENTRAL ENERG'	SACRAMENTO	95817	A	A	A			A	3
9589 2ND AVE BLDG C	ELK GROVE AUTO CLINIC	ELK GROVE	95624	A	A					
208 2ND ST	ISLETON GENERAL STORE & DELI	ISLETON	95641	I		I				2
216 2ND ST	ISLETON SPEED SHOP	ISLETON	95641		I		I			
1026 2ND ST	O'GRADY'S OLD TIME PHOTOS	SACRAMENTO	95814		I					
1717 2ND ST	JF OTTO, INC	SACRAMENTO	95811	A						
401 N 3RD ST	COMMODITY WAREHOUSE	SACRAMENTO	95811	I	I	I				1
205 3RD ST 1/2	RICO'S REPAIR SHOP	ISLETON	95641	I	I					
621 3RD ST	SEGO MILK PLANT	GALT	95632			I				
2010 3RD ST	PRECISION MOTOR WORKS	SACRAMENTO	95818	I	I					
2555 3RD ST	T-MOBILE WEST CORP (SC06004A)	SACRAMENTO	95818	I						
2570 3RD ST	SETZER FOREST PRODUCTS INC	SACRAMENTO	95818	A	A					
10775 3RD ST	MSA: THIRD STREET WELL (W19)	HOOD	95639	A					I	
2001 4TH AVE	FREEMPORT CLEANERS	SACRAMENTO	95818	A	A					
6507 4TH AVE	DUPLICATE - SEE FA0019894	SACRAMENTO	95817	I						
6507 4TH AVE	TARGET #T2492	SACRAMENTO	95817	A	A					
6630 4TH AVE	FOX TRAILER SALES INC	SACRAMENTO	95817	A						
6701 4TH AVE	THE GOLDEN 1 CREDIT UNION	SACRAMENTO	95817	I			I			
103 4TH ST	GALT AUTO SERVICE	GALT	95632	I	A					
602 4TH ST	QUIK STOP MARKET #117	GALT	95632	A	A	A				2
6906 W 4TH ST	RISSE & SONS INC	RIO LINDA	95673	I	I					
3200 5TH AVE	BON APPETIT @ MCGEORGE LAW	SACRAMENTO	95817	I	I					
3520 5TH AVE	MCCLATCHY PARK POOL	SACRAMENTO	95817	A					I	
3601 5TH AVE	THOMPSON FUNERAL HOME INC	SACRAMENTO	95817	I						
325 N 5TH ST BLDG A	COASTLINE EQUIPMENT	SACRAMENTO	95811	A	A					
325 N 5TH ST	T-MOBILE WEST CORP (SC06006A)	SACRAMENTO	95814	I						
434 N 5TH ST	A&A CONCRETE SUPPLY INC	SACRAMENTO	95811	I	I					

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				BP	WG	UST	AST	TIER	CalARP	
100 5TH ST	MANDUJAN METHANE, INC	ISLETON	95641	A	A		I			
110 5TH ST	CA AMERICAN WATER - ISLETON 3	ISLETON	95641	A						
229 5TH ST	FIRE STATION 45	GALT	95632	A						
2400 5TH ST	LEE AND NAKATA AUTO SERVICE	SACRAMENTO	95818	A	A					
2600 5TH ST	SACCANI DISTRIBUTING COMPANY	SACRAMENTO	95818	A	A					
2601 5TH ST	CALIFORNIA SHELLFISH CO, INC	SACRAMENTO	95818	A	A				A	
2629 5TH ST	AMERICAN LITHOGRAPHERS DBA PACIF	SACRAMENTO	95818	A	A			A		
2649 5TH ST	LINCOLN WELDING & MACHINE WORK	SACRAMENTO	95818	I	I					
2649 5TH ST	C & C EQUIPMENT TRANSPORT INC	SACRAMENTO	95818	I	I					
2681 5TH ST	PACIFIC PALLET EXCHANGE, INC	SACRAMENTO	95818	A	I					
2701 5TH ST	AIR RESOURCES BOARD	SACRAMENTO	95818	A						
2703 5TH ST STE 7	AMERICAN REFRIGERATION SUPPLIES, I	SACRAMENTO	95818	A						
2705 5TH ST	PRO PACIFIC FRESH SAC	SACRAMENTO	95818	I	I					
3211 6TH AVE	EARTHGRAINS BAKING CO, INC	SACRAMENTO	95817	A	A	I				1
3290 6TH AVE	THE EARTHGRAINS COMPANY [HM]	SACRAMENTO	95817	A	A	I				1
6619 6TH AVE	RIO LINDA YARD	RIO LINDA	95673	A	A	A				2
100 6TH ST	CITY OF ISLETON PUBLIC WORKS	ISLETON	95641	A						
100 6TH ST	VERIZON WIRELESS - ISLETON	ISLETON	95641	A						
2115 6TH ST	SOUTHSIDE PARK POOL	SACRAMENTO	95818	A					I	
2400 6TH ST	SACRAMENTO ENGINEERING/MACHINE \	SACRAMENTO	95818	A	A					
6715 W 6TH ST	EVANS QUALITY CAR REPAIR	RIO LINDA	95673	A	A					
6801 W 6TH ST	NELSON'S AUTO & TRUCK DISMANTLING	RIO LINDA	95673	I	I					
325 N 7TH ST	ROCK TENN CP, LLC	SACRAMENTO	95814	A	A					
344 N 7TH ST	OFFICE OF STATE PUBLISHING	SACRAMENTO	95811	A	A					
424 N 7TH ST	CAPITOL STATION 65 LLC	SACRAMENTO	95811	I	I				I	
426 N 7TH ST	HABITAT FOR HUMANITY	SACRAMENTO	95811	I	I					
426 N 7TH ST	PRECISION CONCRETE MATERIALS LLC	SACRAMENTO	95811	I	I					
601 N 7TH ST	CALIFORNIA HIGHWAY PATROL	SACRAMENTO	95811	I	A					
700 7TH ST	SACRAMENTO RAILYARD	SACRAMENTO	95811	A						
725 7TH ST	ISA: DOWNTOWN GARAGE	SACRAMENTO	95814	A	A	A				3
6700 7TH ST	PAC BELL TELEPHONE CO - AT&T CALIFC	RIO LINDA	95673	A	A	A				1
6941 7TH ST	AERIAL LIFT SERVICE CO	RIO LINDA	95673	A	A					
1515 8TH ST	CAPITAL ATHLETIC CLUB	SACRAMENTO	95814	A						
6820 8TH ST	THRASHER BROS AUTOMOTIVE SERVICE	RIO LINDA	95673	A	A					
6821 8TH ST	COMMERCIAL SERVICES	RIO LINDA	95673	A	A					
6833 8TH ST	PERFORMANCE METAL	RIO LINDA	95673		A					
2338 9TH AVE	UNITED STATES COLD STORAGE	SACRAMENTO	95818	I	I				I	
720 9TH ST	GORDON D. SCHABER COURTHOUSE	SACRAMENTO	95814	A	I					
980 9TH ST STE 600	STATE STREET FINANCIAL	SACRAMENTO	95814	I						
980 9TH ST	PARK TOWER	SACRAMENTO	95814	A	I		I			
1107 9TH ST	FORUM BUILDING	SACRAMENTO	95814	I		I				0
1416 9TH ST 751	WATER RESOURCES REPROGRAPHICS	SACRAMENTO	95814		I					
1416 9TH ST	DEPT OF GENERAL SERVICES	SACRAMENTO	95814	A		A				1

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				BP	WG	UST	AST	TIER	CalARP	
1516 9TH ST	CA ENERGY COMMISSION BUILDING	SACRAMENTO	95814	A		A				1
1600 9TH ST STE 103	STATE OF CALIF - GREGORY L. BATESO	SACRAMENTO	95814	A	I	I				0
2000 9TH ST	AUTOMOTIVE SEVICE CENTER	SACRAMENTO	95818	I	I					
10TH ST/CAPITOL MALL	STATE CAPITOL BLDG #001	SACRAMENTO	95814	A	I	A				1
307 N 10TH ST	LOOMIS ARMOR US LLC	SACRAMENTO	95814	A	A					
360 N 10TH ST	UNITED SITE SERVICES, INC	SACRAMENTO	95811	A	A					
600 N 10TH ST	CALIFORNIA STATE LOTTERY	SACRAMENTO	95811	I		I				1
609 N 10TH ST	DOWNTOWN AUTO & TRUCK REPAIR	SACRAMENTO	95811	A	A					
700 N 10TH ST	CALIFORNIA STATE LOTTERY	SACRAMENTO	95811	A						
819 N 10TH ST	SACRAMENTO HABITAT FOR HUMANITY	SACRAMENTO	95811	A	I					
840 N 10TH ST STE A & B	ANGEL WAREHOUSE INC	SACRAMENTO	95811	A						
840 N 10TH ST, #A/B	MEXIFOODS INC	SACRAMENTO	95814	I						
840 N 10TH ST H & J	BARNETT INC	SACRAMENTO	95814	I						
1416 10TH ST	SACRAMENTO STATE GARAGE	SACRAMENTO	95814	A	A	A				2
2128 10TH ST	DANIEL JUE DDS	SACRAMENTO	95818		I					
214 11TH ST	BURNETT & SONS	SACRAMENTO	95814	A						
1500 11TH ST STE 145	DGS - SECRETARY OF STATE OFFICE BU	SACRAMENTO	95814	A	A					
3300 12TH AVE	OAK PARK MARKET	SACRAMENTO	95817	A	A	A				2
130 N 12TH ST	SIMS METAL MANAGEMENT	SACRAMENTO	95811	A	A					
200 N 12TH ST	IC PACIFIC CARDLOCK	SACRAMENTO	95814	I	I	A				3
310 N 12TH ST	16TH STREET AUTO BODY	SACRAMENTO	95811	A	A					
312 N 12TH ST	WILLIAM WURZBACH CO INC	SACRAMENTO	95814	I						
318 N 12TH ST	IMAGE CONNECTIONS	SACRAMENTO	95814		I					
321 N 12TH ST	MENDENHALL MFG INC	SACRAMENTO	95811	I	I					
322 N 12TH ST	COMMERCE PRINTING SERVICES	SACRAMENTO	95811	A	A			I		
510 N 12TH ST	ELMER'S PORTABLE WELDING	SACRAMENTO	95811	I						
315 12TH ST	LOOMIS FARGO & CO	SACRAMENTO	95814	I	I					
317 12TH ST	MEINEKE DISCOUNT MUFFLERS	SACRAMENTO	95814	I	I					
408 12TH ST	CRYSTAL PRINTING	SACRAMENTO	95814		I					
500 12TH ST	ENTERPRISE RENT A CAR	SACRAMENTO	95814			I				2
722 12TH ST	PORTER-SPRAGUE, INC	SACRAMENTO	95814	A	A					
777 12TH ST 3RD FLR	SACRAMENTO METROPOLITAN AIR QUAI	SACRAMENTO	95814-1908	A						
1020 12TH ST	QUIK PRINT	SACRAMENTO	95814		I					
1115 12TH ST, #2A	M MIYASAKI/H HANEFIELD DDS	SACRAMENTO	95814		I					
1927 13TH ST	AIR RESOURCES BRD - MON/LAB DV	SACRAMENTO	95814	A	A					
5763 14TH AVE	A & B AUTOMOTIVE	SACRAMENTO	95820	A	A	I				0
5960 14TH AVE	CARS 2000 SERVICE CENTER	SACRAMENTO	95820	A	A					
5984 14TH AVE	RICK'S FAMILY MARKET	SACRAMENTO	95820	I						
6879 14TH AVE	HIRAM JOHNSON HIGH SCHOOL	SACRAMENTO	95820	A						
7301 14TH AVE	UCD HEALTH SYSTEM	SACRAMENTO	95820	A	I					
7400 14TH AVE	LUPPEN & HAWLEY INC	SACRAMENTO	95820	A	I					
7475 14TH AVE	FRED B CURTIS INC	SACRAMENTO	95820	I	A	I				0
7500 14TH AVE STE 19&20	1 AUTO ACCESSORIES, INC	SACRAMENTO	95820	I						

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7500 14TH AVE STE 30	CRAIG SMITH, METAL SMITH	SACRAMENTO	95820	A						
7500 14TH AVE, #3	DON'S MOBILE TRUCK	SACRAMENTO	95820		I					
7500 14TH AVE 5	SCOTT MCCOLLUM PAINT/BODYWORKS	SACRAMENTO	95820		I					
7500 14TH AVE STE 8	MPOWER MOTORS, INC	SACRAMENTO	95820	A	A					
7500 14TH AVE STE 9	ONE & DONE AUTO REPAIR, INC	SACRAMENTO	95820	A	A					
7500 14TH AVE	UKS TIRE	SACRAMENTO	95820		I					
7512 14TH AVE	CALIFORNIA CASCADE INDUSTRIES	SACRAMENTO	95820	A	A					
7551 14TH AVE STE A	GLOBAL MACHINERY INV LTD	SACRAMENTO	95820	I	I					
7551 14TH AVE STE B	UTILITY EQUIPMENT LEASING CORP	SACRAMENTO	95820	I	I					
7551 14TH AVE STE C	ESTES WEST	SACRAMENTO	95820	I	I					
7571 14TH AVE	MONTEZ GLASS INC	SACRAMENTO	95820	A	I					
7601 14TH AVE	GROENIGER & COMPANY	SACRAMENTO	95820	A						
7660 14TH AVE	HOLLAND AUTO SALES & REPAIR	SACRAMENTO	95820	I	I					
7700 14TH AVE	ALEX ENGARDT ROOFING & SIDING CO	SACRAMENTO	95820	A						
7850 14TH AVE	LANGILL'S GENERAL MACHINE, INC	SACRAMENTO	95826	A	A					
7851 14TH AVE STE B	NAVARRO BROTHERS WELDING CO	SACRAMENTO	95826	A						
7851 14TH AVE	PATRICK'S CONSTRUCTION CLEAN-UP, I	SACRAMENTO	95826	A	A					
7901 14TH AVE	ORCO CONSTRUCTION SUPPLY	SACRAMENTO	95820	I						
7930 14TH AVE	UPHOLSTERY UNLIMITED	SACRAMENTO	95826	I	I					
7935 14TH AVE	JENSEN FASTENERS OF SACRAMENTO	SACRAMENTO	95826		A					
8000 14TH AVE STE A	MARKENBILL AUTOMOTIVE ENGINEERIN	SACRAMENTO	95826	A	A					
8020 14TH AVE	HOUSE OF AUTOMATIC TRANSMISSIONS	SACRAMENTO	95826	A	A					
8030 14TH AVE	ACE AUTO WORKS	SACRAMENTO	95826	A	A					
8160 14TH AVE STE B	TND EQUIPMENT CO	SACRAMENTO	95826		I					
8160 14TH AVE STE C	JJJ FLOOR COVERING INC	SACRAMENTO	95826	I						
8160 14TH AVE STE F	MOLINARI STEEL CONSTRUCTION INC	SACRAMENTO	95826	I						
8200 14TH AVE	IMPORT AUTO REPAIR	SACRAMENTO	95826		I					
8240 14TH AVE	CENTRAL VALLEY TOWING, INC	SACRAMENTO	95826	A	A					
8280 14TH AVE	ECOSTAR	SACRAMENTO	95826	I	I					
8280 14TH AVE	REED & GRAHAM INC	SACRAMENTO	95826	I	I	I				3
8280 14TH AVE	RAYNGUARD PROTECTIVE MATERIALS, I	SACRAMENTO	95826	A	I					
1100 14TH ST	SACRAMENTO CONVENTION CENTER	SACRAMENTO	95814	A	A	A				1
1900 14TH ST	CA AIR RESOURCES BOARD	SACRAMENTO	95811	A	A					
212 15TH ST	AUTO TRANSMISSION DISMANTLERS INC	SACRAMENTO	95814	I	I					
216 15TH ST	CONDOR FREIGHT LINES INC	SACRAMENTO	95814	I						
314 15TH ST	AT&T MOBILITY AMERICAN RIVER (9678)	SACRAMENTO	95814	A						
615 15TH ST STE A	BLACK ROCK AUTOMOTIVE	SACRAMENTO	95814	I	I					
615 15TH ST	A TO Z AUTOMOTIVE ENGINEERING	SACRAMENTO	95814	I	A					
1030 15TH ST	AT&T MOBILITY	SACRAMENTO	95814	I						
2400 15TH ST	ED'S 76	SACRAMENTO	95818	A	A	A				2
120 N 16TH ST	GERLINGER STEEL/SUPPLY CO	SACRAMENTO	95811	A	A					
200 N 16TH ST	ROHRER BROS, INC	SACRAMENTO	95811	A	I					
221 N 16TH ST	WOOD BROS FLOOR COVERINGS, INC	SACRAMENTO	95811	A						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
324 N 16TH ST	PETROSPEED	SACRAMENTO	95811	I	I	I				3
400 N 16TH ST	KING'S WHOLESALE PAINT & BODY	SACRAMENTO	95811	I	I					
410 N 16TH ST	NATIONWIDE SECURE, INC	SACRAMENTO	95811	I	I					
460 N 16TH ST	NANO'S AUTO BODY & TOWING	SACRAMENTO	95814	I	I					
470 N 16TH ST	CREST CARPETS	SACRAMENTO	95811			I				1
500 N 16TH ST	CAPITAL SHEET METAL	SACRAMENTO	95811	A	I					
520 N 16TH ST	SUPER SHUTTLE SACRAMENTO	SACRAMENTO	95811	I	I					
525 N 16TH ST	DOWNTOWN FORD SALES, INC	SACRAMENTO	95811	A	A	A				1
300 16TH ST	T-MOBILE WEST CORP (SC06971A)	SACRAMENTO	95814	I						
401 16TH ST	SAC AUTO SALES & REPAIR	SACRAMENTO	95814	A	A					
431 16TH ST	MIDAS SHOP	SACRAMENTO	95814	A	A					
614 16TH ST	16TH STREET AUTO BODY	SACRAMENTO	95814		I					
701 16TH ST	RED D TRANSMISSION	SACRAMENTO	95814	I	I					
817 16TH ST	MASTER RADIATOR WORKS	SACRAMENTO	95814	I	I			I		
821 16TH ST	A TO Z AUTOMOTIVE ENGINEERING	SACRAMENTO	95814	I	I					
1025 16TH ST	HERTZ LOCAL EDITION	SACRAMENTO	95814	A	A	A				1
1419 16TH ST	MERCURY CLEANERS	SACRAMENTO	95814	I	A					
1422 16TH ST	JAPANESE IMPORTS	SACRAMENTO	95814	I	I					
1520 16TH ST	ONE HOUR PHOTO MAGIC	SACRAMENTO	95814		I			I		
1709 16TH ST	ICI DULUX PAINTS	SACRAMENTO	95814	I						
1906 16TH ST	AUTO EXPRESS	SACRAMENTO	95811	I	A					
1929 16TH ST	EUR SPRTS CAR GARAGE, INC	SACRAMENTO	95811	A	A					
2000 16TH ST STE A	SMOG DIAGNOSTIC SPECIALIST	SACRAMENTO	95818	A	A					
2000 16TH ST STE B	WARREN BRAKE & SUSPENSION	SACRAMENTO	95818	I	A					
2017 16TH ST	O K RADIATOR SERVICE	SACRAMENTO	95818	I	I					
2025 16TH ST	JW AUTO REPAIR	SACRAMENTO	95818	I	A					
2204 16TH ST	ROBERT R YEE DDS	SACRAMENTO	95818		I					
2215 16TH ST	MING'S PRINTING CO	SACRAMENTO	95818		I					
2230 16TH ST	JAPANESE SERVICE CENTER #1, INC	SACRAMENTO	95818	A	A					
2401 16TH ST	ONE STOP GAS	SACRAMENTO	95818	A	A	A				3
6549 16TH ST	RIVER VALLEY FEED & PET SUPPLY	RIO LINDA	95673	A						
2225 W 16TH ST	DOWNTOWN AM/PM	SACRAMENTO	95818	A	A	A				2
1350 17TH AVE	FUNDERLAND INC	SACRAMENTO	95811	I	I					
4825 17TH AVE	K-TIRES	SACRAMENTO	95820	I						
83 N 17TH ST	CAPITAL MACHINE CORPORATION	SACRAMENTO	95811	A	A					
430 17TH ST	SIGNATURE PRESS	SACRAMENTO	95811	I	I			I		
1731 17TH ST	ORCHARD SUPPLY CO OF SACTO	SACRAMENTO	95811	I	I					
1829 17TH ST	DIETER'S AUTO REPAIR	SACRAMENTO	95811		I					
2924 18TH AVE	CONTINENTAL SALES	SACRAMENTO	95820	A						
7901 18TH AVE	RODRIGUEZ & SONS AUTOWRECKING	SACRAMENTO	95826		I					
7933 18TH AVE	MEEHAN CONSTRUCTION	SACRAMENTO	95826	I						
8006 18TH AVE	EXTREME AUTO RECOVERY INC	SACRAMENTO	95826	I	A					
430 18TH ST	KNIESEL'S AUTO COLLISION CENTER INC	SACRAMENTO	95811	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
1116 18TH ST	BARBER'S SHOP AUTOMOTIVE	SACRAMENTO	95814	A	A					
1711 18TH ST	VALLEY GRAPHIC ARTS	SACRAMENTO	95811	I	I			I		
3835 18TH ST	LAND PARK CORPORATION YARD	SACRAMENTO	95822	A	I					
3835 18TH ST	THE FIRST TEE OF GREATER SAC	SACRAMENTO	95822	A	A					
8016 19TH AVE	ENCORE GRAPHICS	SACRAMENTO	95826		I					
910 19TH ST	JOHN ELLIS AND SON	SACRAMENTO	95811	A	A					
1705 19TH ST	FORT SUTTER AUTOMOTIVE, INC	SACRAMENTO	95811	A	A					
1717 19TH ST	HUEY'S AUTOMOTIVE SERVICE	SACRAMENTO	95811	I	I					
1814 19TH ST	SAFEWAY #2684	SACRAMENTO	95811	I						
2114 19TH ST	ECHO PRINTING	SACRAMENTO	95818		I					
2116 19TH ST	STEAM CLEANERS, INC	SACRAMENTO	95818	A	A					
2225 19TH ST	VERIZON WIRELESS (WX 160)	SACRAMENTO	95818	A						
312 20TH ST	COMFORT MASTER OF SACRAMENTO	SACRAMENTO	95811	A						
330 20TH ST	JANAK & SCURFIELD, INC	SACRAMENTO	95811	A	I					
500 20TH ST	CPS PUBLICATIONS & MAIL INC	SACRAMENTO	95814	I	I					
809 20TH ST	BONFARE MARKET #33	SACRAMENTO	95811	A	A	A				2
1015 20TH ST	SACRAMENTO NEWS & REVIEW	SACRAMENTO	95811		I					
1800 20TH ST	HAYES BROS COLLISION REPAIR	SACRAMENTO	95811	A	A					
2414 20TH ST	RED ROCKET AUTO TECH LLC	SACRAMENTO	95818	A	A					
2414 20TH ST	S & S AUTOMOTIVE SERVICE	SACRAMENTO	95816	I	I					
3151 21ST AVE	REMARKABLE REFINISHING	SACRAMENTO	95820	A	A					
6700 21ST AVE	ST MARY'S CEMETERY	SACRAMENTO	95820	A	A					
8299 21ST AVE	A & B ASPHALT SEALING CO INC	SACRAMENTO	95826	A	A					
1816 21ST ST	KEN'S BUFF & PLATING	SACRAMENTO	95811	I	I			I		
2116 21ST ST	CENTRAL VALLEY PRESS	SACRAMENTO	95818	I	I					
2414 21ST ST	RONALD M TSUJI DDS	SACRAMENTO	95818		I					
2650 21ST ST 5	JEFFREY J MA DDS	SACRAMENTO	95818		I					
2650 21ST ST 6	PATRICK E MELARKEY DDS	SACRAMENTO	95818		I					
2650 21ST ST 6	SUTTER DENTAL CARE	SACRAMENTO	95818		I					
2650 21ST ST 7	CRAIG HOLLINGSWORTH DDS	SACRAMENTO	95818		I					
2701 21ST ST	TED BLAKES PORSCHE & VW	SACRAMENTO	95818		I					
22ND & W ST	CITY OF SACRAMENTO THHWCF	SACRAMENTO	95818		I			I		
3129 22ND AVE STE B	HUGO'S AUTO REPAIRS	SACRAMENTO	95820	I	I					
3129 22ND AVE	EL NARANJO AUTOBODY SHOP	SACRAMENTO	95820	I	I					
3129 22ND AVE	HUGO'S AUTO REPAIRS	SACRAMENTO	95820		I					
205 22ND ST	ABC PLUMBING HEATING/COOLING	SACRAMENTO	95816	I	I					
1829 22ND ST	SACRAMENTO BEE GARAGE	SACRAMENTO	95816	I	I	I				
5839 22ND ST	FAA MCC-TRACON	RIO LINDA	95673	I	I					
22ND ST	VERIZON WIRELESS - SAC BEE	SACRAMENTO	95818	A						
2131 23RD AVE	A 1 AUTO SALES	SACRAMENTO	95822		I					
3100 23RD AVE STE A	TITO'S AUTO REPAIR CENTER	SACRAMENTO	95820	I	I					
3100 23RD AVE	HUGO'S AUTO REPAIRS	SACRAMENTO	95820	A	A					
3121 23RD AVE	TITO'S AUTO REPAIR CENTER, LLC	SACRAMENTO	95820	I	A					

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8521 23RD AVE STE 106	DRYWALL WORKS INC.	SACRAMENTO	95826	I						
8521 23RD AVE 112	B & B POWER EQUIPMENT	SACRAMENTO	95826		I					
8525 23RD AVE 100	HEATH SPECIALTIES	SACRAMENTO	95826	I	I					
8541 23RD AVE	THRIFTY SUPPLY	SACRAMENTO	95826	A						
8550 23RD AVE	U S GEOLOGICAL SURVEY	SACRAMENTO	95826	A						
8561 23RD AVE	SLAKEY BROTHERS	SACRAMENTO	95826	I						
8565 23RD AVE	ALPHA SIGNS	SACRAMENTO	95826	A	I					
8570 23RD AVE	PAC MACHINE CO, INC	SACRAMENTO	95826	A	A					
8571 23RD AVE	B T MANCINI COMPANY, INC	SACRAMENTO	95826	A						
8600 23RD AVE STE A	HARDWOODS SPECIALTY PRODUCTS US	SACRAMENTO	95826	I						
8600 23RD AVE STE B	ACOUSTICAL MATERIAL SERVICES	SACRAMENTO	95826	A						
8600 23RD AVE	KIK NO-CAL INC	SACRAMENTO	95826	I	I			I		
8600 23RD AVE	VALAIR	SACRAMENTO	95826	I						
8615 23RD AVE	SIGLER	SACRAMENTO	95826	A						
8637 23RD AVE	PACIFIC POWDER COATING, INC	SACRAMENTO	95826	A	I					
8640 23RD AVE	D-A LUBRICANT COMPANY	SACRAMENTO	95826	A	A					
8650 23RD AVE	GOLDEN WEST WAREHOUSING	SACRAMENTO	95826	A						
8670 23RD AVE	PACIFIC ADHESIVES COMPANY INC	SACRAMENTO	95826	A						
1819 23RD FWY	CHROME CRAFT	SACRAMENTO	95816	I	I					
204 23RD ST	ABC SERVICE COMPANY	SACRAMENTO	95816	I	I					
205 23RD ST	D7 ROOFING SERVICES, INC	SACRAMENTO	95816	A	I					
1800 23RD ST	FISCHER TILE & MARBLE	SACRAMENTO	95816	A		I				0
2421 23RD ST	MCCULLY BROTHERS	SACRAMENTO	95818	A	A					
3581 23RD ST	AT&T MOBILITY-OAK PARK (9688)	SACRAMENTO	95818	A						
3581 23RD ST	VERIZON WIRELESS - CITY COLLEGE	SACRAMENTO	95820	A						
8333 24TH AVE	CAPITAL CORRUGATED & CARTON, INC	SACRAMENTO	95826	A	A					
8400 24TH AVE	PACE SUPPLY CORP	SACRAMENTO	95826	A						
8401 24TH AVE	SACRAMENTO BISHOPS STOREHOUSE	SACRAMENTO	95826	A		I				2
8425 24TH AVE	BASSI TRUCKING	SACRAMENTO	95826	I	I					
8434 24TH AVE	TOWNSEND & SCHMIDT MASONRY	SACRAMENTO	95826	I	I					
8435 24TH AVE	NATIONAL WOOD PRODUCTS INC	SACRAMENTO	95826	A						
8455 24TH AVE	PRESTON PIPELINES, INC	SACRAMENTO	95826	A	A					
205 24TH ST	THE NICEWONGER CO	SACRAMENTO	95816	I						
206 24TH ST	DYNARAM CONSTRUCTION INC	SACRAMENTO	95816	I						
1111 24TH ST 101	TERRY ADAIR DDS	SACRAMENTO	95816		I					
1111 24TH ST 102	RICK MATHEWS DDS	SACRAMENTO	95816		I					
1111 24TH ST, #103	R BOWLES DDS & M WIEST DDS	SACRAMENTO	95816		I					
1111 24TH ST 201	LELAND H LEE DDS	SACRAMENTO	95816		I					
1111 24TH ST 202	RICHARD A SILVA DDS	SACRAMENTO	95816		I					
1111 24TH ST 203	STEPHEN M CASAGRANDE DDS	SACRAMENTO	95816		I					
1111 24TH ST 204	DAVID C SORENSEN DDS	SACRAMENTO	95816		I					
1800 24TH ST	CONSOLIDATED ELECTRICAL DISTR	SACRAMENTO	95816	I						
1821 24TH ST	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95816	A	A	I				1

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2740 24TH ST	24TH STREET GARAGE	SACRAMENTO	95818	A	A					
4080 24TH ST	BODYWORKS UNLIMITED	SACRAMENTO	95822	A	A					
4200 24TH ST	TIM'S AUTO BODY	SACRAMENTO	95822	A	A					
4248 24TH ST	R HEWITTS AUTO REPAIR	SACRAMENTO	95822			I				0
4260 24TH ST	SAC FIRE EXTINGUISHER CO	SACRAMENTO	95822	A						
4300 24TH ST	P&P AUTOBODY & PAINT	SACRAMENTO	95822	A	A					
4322 24TH ST	RAINBOW AUTOBODY	SACRAMENTO	95822		I					
4370 24TH ST STE D	PRESSMAN'S PRIDE	SACRAMENTO	95822	I						
4370 24TH ST STE G	PRESSMAN'S PRIDE	SACRAMENTO	95822	I						
4370 24TH ST STE N	SUPERIOR HEALTHCARE EQUIPMENT & :	SACRAMENTO	95822	A						
4370 24TH ST STE R	ARTWORK UNLIMITED	SACRAMENTO	95822	I						
4410 24TH ST	P K ASAHARA DC	SACRAMENTO	95822		I					
4550 24TH ST	PHILLIPS PAINTING	SACRAMENTO	95822	A	A					
4621 24TH ST STE A	TS AUTO TECH	SACRAMENTO	95822	A	A					
4671 24TH ST	NAVAJO PIPELINES INC	SACRAMENTO	95822	A	I					
4691 24TH ST	VICMAS AUTOTECH	SACRAMENTO	95822		I					
4699 24TH ST	CAPITOL BUILDERS HARDWARE	SACRAMENTO	95822	I	I	I				0
4701 24TH ST STE D	PACIFIC EXTREME SERVICES	SACRAMENTO	95822	A	A					
4747 24TH ST STE E&F	CENTRAL VALLEY ELECTRIC	SACRAMENTO	95822	I						
4891 24TH ST	CENTRAL VALLEY ELECTRIC	SACRAMENTO	95822	I						
5001 24TH ST	WEIDNER ARCHITECTURAL SIGNAGE	SACRAMENTO	95822	A	A					
5031 24TH ST	BUTLER-JOHNSON CORPORATION	SACRAMENTO	95822	I						
5730 24TH ST	CORPORATION YARD (CITY OF SAC) FUE	SACRAMENTO	95822	A	A	A				3
5730 24TH ST	CITY OF SAC, DEPT OF UTILITIES	SACRAMENTO	95822	A	I					
5730 24TH ST	CORPORATION YARD (CITY OF SAC) PW	SACRAMENTO	95822	A	A					
5915 24TH ST	JOES TRUCKING	RIO LINDA	95673	I	I					
5960 24TH ST	ONE STOP MARKET	SACRAMENTO	95822	A	A	A				4
5980 24TH ST	HERBST ENGINEERING	SACRAMENTO	95822	I	I					
5980 24TH ST	CHEAP TIRE-SERVICE	SACRAMENTO	95822	I	I					
6220 24TH ST	RADMAN AERIAL SURVEYS	SACRAMENTO	95822		I			I		
6230 24TH ST	SAC CITY COLLEGE/AERO HANGER	SACRAMENTO	95822	I	I	I				3
7155 24TH ST	WALGREENS #6706	SACRAMENTO	95822	I	A					
7160 24TH ST	MR AUTO ELECTRIC SPECIALITIES	SACRAMENTO	95822	I	A					
3231 25TH AVE	ART ENTERPRISES	SACRAMENTO	95820	I						
2451 26TH AVE STE 5	CAPITOL BUILDERS HARDWARE, INC	SACRAMENTO	95822	A	A					
205 26TH ST	FORT SUTTER TOWING	SACRAMENTO	95816		I					
1217 26TH ST	GOBY & ARGO DDS	SACRAMENTO	95816		I					
1224 26TH ST	LAWRENCE & SIMS DDS	SACRAMENTO	95816		I					
1316 26TH ST	LARRY S TEMPLIN DDS	SACRAMENTO	95816		I					
1726 26TH ST	FRED RADER MILL SUPPLY	SACRAMENTO	95816	I						
6531 26TH ST	BE CHANGED SERVICES	RIO LINDA	95673	A	A					
6601 26TH ST	ARMOUR STEEL COMPANY, INC	RIO LINDA	95673	A	A					
6709 26TH ST	A-FORD-ABLE MUFFLER	RIO LINDA	95673		A					

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6717 26TH ST	BRITANNIA RESTORATIONS	RIO LINDA	95673		I					
6729 26TH ST	STURGILL AUTO WORKS LLC	RIO LINDA	95673	I	I					
6835 26TH ST	CARRIAGE TOWING	RIO LINDA	95673	I	I					
6848 26TH ST FRONT	DA RE CONCRETE SERVICES INC	RIO LINDA	95673	I	I					
6848 26TH ST REAR	DAN PAIGE SALES	RIO LINDA	95673	A	A					
6849 26TH ST	BRIAN SMITH & SONS	RIO LINDA	95673	I	I					
6914 26TH ST	WAP TOWING & TRANSPORT	RIO LINDA	95673	I	I					
6930 26TH ST	DORFMAN CONSTRUCTION CO, INC	RIO LINDA	95673	A	A					
6948 26TH ST	SOLID GROUND STABILIZATION INC	RIO LINDA	95673	I	I		I			
7002 26TH ST	NAUTILUS CONSTRUCTION CO INC	RIO LINDA	95673		I					
7032 26TH ST	ROY LOY'S REPAIR	RIO LINDA	95673		I					
7225 26TH ST	RISSE MECHANICAL	RIO LINDA	95673	I	I					
7227 26TH ST	RAZ AUTOMOTIVE	RIO LINDA	95673	A	A					
7229 26TH ST	JAMES RIOLO PAVING INC	RIO LINDA	95673	I	I					
7231 26TH ST	BLACKWELL'S TOWING	RIO LINDA	95673		I					
7233 26TH ST	ZAP TERMITE & PEST CONTROL, INC	RIO LINDA	95673	A						
3230 27TH AVE	EL NICA	SACRAMENTO	95820	I	A					
200 27TH ST	FONTAINE METAL PRODUCTS	SACRAMENTO	95816	A	I					
214 27TH ST	CISCO AIR SYSTEMS, INC	SACRAMENTO	95816-3201	A	A					
1725 27TH ST	AUTO ACCESSORY WAREHOUSE	SACRAMENTO	95816	I						
6104 27TH ST UNIT 4	LOPEZ BODY SHOP	SACRAMENTO	95822	I	I					
6108 27TH ST STE C	PROFESSIONAL LANDSCAPE SOLUTIONS	SACRAMENTO	95822	A	A					
6120 27TH ST	ANDREWS 24-HOUR TOWING	SACRAMENTO	95822	A	A	I				1
6150 27TH ST	BATTERY SYSTEMS INC	SACRAMENTO	95822	I						
6164 27TH ST	PRODUCTION SPECIALTIES	SACRAMENTO	95822	I						
6201 27TH ST	SUNOPTICS PRISMATIC SKYLIGHTS/CBC	SACRAMENTO	95822	A						
6250 27TH ST	SUNOPTICS	SACRAMENTO	95822	A						
6251 27TH ST	A-1 TOWING	SACRAMENTO	95822	I	I					
6300 27TH ST UNIT B	LONG AUTO BODY	SACRAMENTO	95822	I						
6316 27TH ST	SUPERIOR AUTO REPAIR	SACRAMENTO	95822	A	A					
20 28TH ST/A ST	CITY OF SACTO - SUTTER'S LANDING	SACRAMENTO	95816	A	A	I				3
70 28TH ST	GAS RECOVERY SYSTEMS - SACRAMENTO	SACRAMENTO	95816	I	I					
200 28TH ST	BELL MARINE CO, INC	SACRAMENTO	95816	A	A					
1325 28TH ST	SACRAMENTO REGIONAL TRANSIT DIST	SACRAMENTO	95816	A	A	A				7
1616 28TH ST	WINN PARK	SACRAMENTO	95816	I						
1726 28TH ST	SUTTER HEALTH DATA CENTER	SACRAMENTO	95816	A	I	A				1
2030 28TH ST	CAPITOL CITY COLOR LAB	SACRAMENTO	95818	I	I			I		
2431 28TH ST	SMART & FINAL #405	SACRAMENTO	95818	I						
6849 28TH ST	D. C. METALS	NORTH HIGHLANDS	95660	A						
6910 28TH ST	THOMAS BROS EXCAVATING INC	NORTH HIGHLANDS	95660	I	I					
7041 28TH ST 3	HOT ROD'S FABRICATION & REPAIR	NORTH HIGHLANDS	95660		I					
7041 28TH ST	BOAT OWNERS WORK YARD	NORTH HIGHLANDS	95660		I					
7051 28TH ST	ASTRO PAVING, INC	NORTH HIGHLANDS	95660	A	A					

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7108 28TH ST	VENTURE LATH & PLASTER INC	NORTH HIGHLANDS	95660	I	I					
3180 29TH AVE	AUTO REPAIR SOLUTIONS	SACRAMENTO	95820	I	I					
3180 29TH AVE	AUTO REPAIR SOLUTIONS	SACRAMENTO	95820	I	I					
400 29TH ST	GLEN COX CHEVRON	SACRAMENTO	95816	A	A		I			
430 29TH ST	GLEN COX CHEVRON	SACRAMENTO	95816	A	A	A				3
730 29TH ST	SHELL TOOLEY OIL CO #12	SACRAMENTO	95816	A	A	A				4
730 29TH ST	JW AUTO WORKS	SACRAMENTO	95816		I	I				1
1250 29TH ST	SUTTER GENERAL HOSPITAL	SACRAMENTO	95816	I	I	I				2
1616 29TH ST, #200	BRABANT DENTAL LABORATORY	SACRAMENTO	95816		I					
1616 29TH ST	AT&T MOBILITY - SOUTH SAC (9739)	SACRAMENTO	95816	A						
1816 29TH ST	TED J COOK PAINTING & DECORATING	SACRAMENTO	95816	I	I					
505 30TH ST	THE AUTO EXPERTS	SACRAMENTO	95816	A	A					
1031 30TH ST	MIDTOWN GAS & FOOD MART LLC	SACRAMENTO	95816	A	A	A				3
1801 30TH ST	DEPARTMENT OF TRANSPORTATION	SACRAMENTO	95816	A						
6807 30TH ST	DON'S AUTO & TRUCK REPAIR	NORTH HIGHLANDS	95660		I					
6807 30TH ST STE H	MOBILE-TECH	NORTH HIGHLANDS	95660		I					
6830 30TH ST	KEVIN D WOODY LANDSCAPE	NORTH HIGHLANDS	95660	I						
6839 30TH ST	ECCO EQUIPMENT CORP	NORTH HIGHLANDS	95660	A	A					
6839 30TH ST	VADNAIS CORPORATION	NORTH HIGHLANDS	95660	I	I					
6915 30TH ST	MIKE WALKER LUMBER CO, INC	NORTH HIGHLANDS	95660	A	A					
7248 30TH ST	VOLVO AUTO REPAIR	NORTH HIGHLANDS	95660	I						
6114 32ND ST	ABC FOREIGN DISMANTLERS	NORTH HIGHLANDS	95660		I					
6217 32ND ST	DOUBLE D BUILDERS INC	NORTH HIGHLANDS	95660	I	I					
6413 32ND ST	MCM CONSTRUCTION, INC	NORTH HIGHLANDS	95660	A	A	I				2
6525 32ND ST STE A	LIBERTY MARINE	NORTH HIGHLANDS	95660	I	I					
6525 32ND ST STE B-1	CAPITAL CITY DRYWALL, INC	NORTH HIGHLANDS	95660	A	A					
6525 32ND ST D7	QUALITY BODY & PAINT	NORTH HIGHLANDS	95660	I	A					
6529 32ND ST 18	K&J AUTO REPAIR	NORTH HIGHLANDS	95660		I					
6529 32ND ST 2	AVP WORLDWIDE	NORTH HIGHLANDS	95660	I	I					
6529 32ND ST 30	VIK'S AUTO HOUSE	NORTH HIGHLANDS	95660	I						
6529 32ND ST	VERIZON WIRELESS - ELKHORN	NORTH HIGHLANDS	95660	A						
6533 32ND ST SIDE	SSW WELL 58 32ND/ELKHORN	NORTH HIGHLANDS	95660	I						
6537 32ND ST	BASE WELDING & MACHINE SHOP	NORTH HIGHLANDS	95660	A						
6643 32ND ST 101	SAC SCRAPPERS 916	NORTH HIGHLANDS	95660	I						
6643 32ND ST STE 103	PERRYMAN PAINTING INC	NORTH HIGHLANDS	95660	I	I					
6643 32ND ST STE 103	APS ENVIRONMENTAL INC	NORTH HIGHLANDS	95660	A	A					
6643 32ND ST STE 106	T-REX TOWING & REPAIR	NORTH HIGHLANDS	95660		I					
6701 32ND ST STE E	MAGNUM MACHINE, INC	NORTH HIGHLANDS	95660		A					
6701 32ND ST UNIT K	ROSEWOOD STREETRODS	NORTH HIGHLANDS	95660	I	I					
6715 32ND ST UNIT I	CROWDER PAINTING	NORTH HIGHLANDS	95660	I						
6723 32ND ST STE C	MD WELDING SERVICES	NORTH HIGHLANDS	95660	I						
6723 32ND ST, #F	US MINERAL LABS INC	NORTH HIGHLANDS	95660	I	I					
6735 32ND ST STE J	PRO-TECH ROOFING SYSTEMS	NORTH HIGHLANDS	95660	I						

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
6833 32ND ST	VALLEY ROAD OIL SERVICE	NORTH HIGHLANDS	95660	I	I					
6833 32ND ST	NATIONAL CONSTRUCTION RENTALS, IN	NORTH HIGHLANDS	95660	A	A					
6915 32ND ST	PETERSON ENGINEERING	NORTH HIGHLANDS	95660	I	I					
7019 32ND ST	VSB AUTO PAINT & SUPPLY	NORTH HIGHLANDS	95660	A	A					
7029 32ND ST	SCOTT HOUSE MOVERS INC	NORTH HIGHLANDS	95660	I						
7245 32ND ST STE K	JOHNNY'S AUTOMOTIVE REPAIR	NORTH HIGHLANDS	95660		I					
7245 32ND ST STE K	DAVIDSON AUTO REPAIR	NORTH HIGHLANDS	95660		I					
7245 32ND ST P	CYCLE BARN	NORTH HIGHLANDS	95660		I					
7245 32ND ST Q	ENGINE-TECH	NORTH HIGHLANDS	95660		I					
7245 32ND ST STE W	JIM'S MOBILE AUTO ELECTRIC	NORTH HIGHLANDS	95660	I	I					
7245 32ND ST Z	RAZ AUTOMOTIVE	NORTH HIGHLANDS	95660	I	I					
7341 32ND ST STE C	RTD MOTORSPORTS INC	NORTH HIGHLANDS	95660	I	I					
3431 33 AVE G	J N AUTO BODY	SACRAMENTO	95824		I					
3401 33RD AVE	FLORES WELDING	SACRAMENTO	95824	A						
3422 33RD AVE	COLMENARES PLASTER & DECKING, INC	SACRAMENTO	95824		A					
3430 33RD AVE	KK AUTO EXPORT	SACRAMENTO	95824	I	I					
3431 33RD AVE STE B	ONE STOP AUTO SERVICE & REPAIR	SACRAMENTO	95824	I	I					
3431 33RD AVE	HUGO'S AUTO REPAIR	SACRAMENTO	95824		I					
3431 33RD AVE STE F	JA RECYCLING CENTER	SACRAMENTO	95824		A					
3431 33RD AVE STE H	ONE STOP AUTO SERVICE & REPAIR	SACRAMENTO	95824	I	I					
3470 33RD AVE	HARRIS ENTERPRISES	SACRAMENTO	95824	I	I					
3501 33RD AVE	TREWCO	SACRAMENTO	95824	I				I		
3600 33RD AVE	JA RECYCLING CENTER	SACRAMENTO	95824		I					
3690 33RD AVE	SOMMERKAL CONSTRUCTION, INC	SACRAMENTO	95824	A	A					
1725 33RD ST	CAPITOL CITY EUROPEAN	SACRAMENTO	95816	I	I					
2230 34TH AVE	MANGAN PARK POOL	SACRAMENTO	95822	A					I	
1749 34TH ST	BERTOLUCCI'S BODY AND FENDER	SACRAMENTO	95816	I	I					
2635 34TH ST	KOMBI HAUS	SACRAMENTO	95817	A	A					
2925 34TH ST	SACRAMENTO EMERGENCY HOUSING	SACRAMENTO	95817			I				
5521 34TH ST	CALTRANS DIVISION OF MAINTENANCE	SACRAMENTO	95820	I	I					
6845 34TH ST STE A	KACEE COMPANY	NORTH HIGHLANDS	95660	A						
6845 34TH ST F	KEVIN D WOODY LANDSCAPE MAINT	NORTH HIGHLANDS	95660	I	I					
6944 34TH ST	HALLSTEN CORPORATION	NORTH HIGHLANDS	95660	A						
6950 34TH ST 110	Z & F AUTOMOTIVE PAINT SPECIALISTS,	NORTH HIGHLANDS	95660		A					
6950 34TH ST STE 200	NORTH WEST SHUTTERS	NORTH HIGHLANDS	95660		I					
6950 34TH ST STE 230	FRAZIER MASONRY CORP	NORTH HIGHLANDS	95660	I	I					
1391 35TH AVE	CITY OF SACRAMENTO - CWTP	SACRAMENTO	95822	A	A					
8110 35TH AVE C	ALL JAPANESE AUTO REPAIR	SACRAMENTO	95824	I	I					
8110 35TH AVE D	GOLDEN STATE MANUFACTURING IN	SACRAMENTO	95824	I	I					
8120 35TH AVE	HESTER ROOFING	SACRAMENTO	95824	I	I					
1184 35TH ST	LAND PARK CLEANERS	SACRAMENTO	95816	I	I					
5638 35TH ST	PEREZ CONCRETE	SACRAMENTO	95824	I	I					
5755 35TH ST	JOHNNIE'S TOWING	SACRAMENTO	95824	I	A					

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				BP	WG	UST	AST	TIER	CalARP	
8110 36TH AVE	A J'S AUTO CENTER	SACRAMENTO	95824	I	I					
8125 36TH AVE	ALL-COUNTIES FENCE CO INC	SACRAMENTO	95824	I	I					
8139 36TH AVE, #H	BAR STEEL SERVICE INC	SACRAMENTO	95824			I				2
36TH AVE	SASD S086 36TH AVE/POWER INN RD	SACRAMENTO	95824	I					I	
1770 36TH ST	BRUCE NICKEL CORPORATION	SACRAMENTO	95816			I				0
5337 37TH AVE, #3	ALFRED F WALDEN DDS	SACRAMENTO	95824		I					
8111 37TH AVE	CONSOLIDATED EAGLE PRESS, INC	SACRAMENTO	95824	A	A			I		
8120 37TH AVE	PACOAST INC	SACRAMENTO	95824	I						
8141 37TH AVE	SHANAHAN'S AUTO BODY & PAINT	SACRAMENTO	95824	I	I					
8150 37TH AVE	BIONDI PAVING, INC	SACRAMENTO	95824	A	A					
8150 37TH AVE	VERIZON WIRELESS- ARMY DEPOT	SACRAMENTO	95824	A						
1005 39TH ST	EAST SACRAMENTO DENTAL CARE	SACRAMENTO	95819		I					
3540 42ND AVE	CROWN CARBIDE, INC	SACRAMENTO	95824	I	A					
1165 43RD AVE	OMAR FOOD & FUEL	SACRAMENTO	95822	A	A	A				3
1165 43RD AVE	CARSON AUTO	SACRAMENTO	95831	I	A					
8920 43RD AVE	AMERICAN BUILDING SUPPLY INC	SACRAMENTO	95828	I	I	I				1
4915 43RD ST	SIERRA SINGLE PLY INC	MCCLELLAN	95652	I						
6524 44TH ST, #208	PIP PRINTING	SACRAMENTO	95823		I					
6600 44TH ST STE K	SHERWIN-WILLIAMS CO #9835	SACRAMENTO	95823	A	A					
750 46TH ST	FAST STOP FOOD STORE #5	SACRAMENTO	95819	I		I				0
4928 46TH ST	MCCLELLAN BUSINESS PARK LLC	MCCLELLAN	95652	I	I	I				2
1415 47TH AVE STE A	TRUCK BODY SALES, INC	SACRAMENTO	95822	A	A					
1415 47TH AVE STE E	VERIZON WIRELESS - EXECUTIVE AIRPO	SACRAMENTO	95819	A						
1415 47TH AVE STE G	AT&T MOBILITY-EXECUTIVE AIRPORT (97	SACRAMENTO	95822	A						
1421 47TH AVE 7	EXECUTIVE AUTO REPAIR	SACRAMENTO	95822	I	I					
2633 47TH AVE	CASCAR	SACRAMENTO	95822	A	A					
2635 47TH AVE STE 1	SANTIAGO'S AUTO REPAIR	SACRAMENTO	95822	A	A					
2635 47TH AVE STE 3	A&C AUTO REPAIR	SACRAMENTO	95822	A	A					
2701 47TH AVE	OVERHEAD DOOR CO OF SACRAMENTO	SACRAMENTO	95822	I						
2750 47TH AVE	BUCK'S OUTBOARD REPAIR, INC	SACRAMENTO	95822	I	A					
2850 47TH AVE	PRECISION AUTOMOTIVE REPAIR, INC	SACRAMENTO	95822	A	A					
2880 47TH AVE	SACRAMENTO COLLISION CENTER	SACRAMENTO	95822	A	A					
2888 47TH AVE C	LEE'S COLLISION REPAIR	SACRAMENTO	95824	I	I					
2924 47TH AVE	TRENCH PLATE RENTAL CO INC	SACRAMENTO	95824	A	A					
3215 47TH AVE	SACTO POWER AUTHORITY COGENERA	SACRAMENTO	95824	A	A				A	
3250 47TH AVE	ABF FREIGHT SYSTEMS, INC	SACRAMENTO	95824	A	I					
3310 47TH AVE	IMAGE PAINT & BODY	SACRAMENTO	95824	I	I					
3316 47TH AVE	MING'S RECYCLING CORP	SACRAMENTO	95824	A	A					
3710 47TH AVE	NAPA AUTO PARTS	SACRAMENTO	95824	I	I					
3720 47TH AVE	SACRAMENTO CITY FIRE STATION 56	SACRAMENTO	95824	A						
3735 47TH AVE	FERGS MARKET	SACRAMENTO	95824	I		I				0
3800 47TH AVE	ARCO #82538	SACRAMENTO	95824	A	A	A				4
4400 47TH AVE	FAMOUS PIZZA	SACRAMENTO	95824	I						

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4500 47TH AVE, #1	MYRON R POWELL DDS	SACRAMENTO	95824		I					
4730 47TH AVE	ADAIR PROFESSIONAL BLDG	SACRAMENTO	95824		I					
4790 47TH AVE	WESTERN GAS AUTO REPAIR & SMOG	SACRAMENTO	95824	A	A	A				3
4833 47TH AVE	7 DAY TIRE & MINOR AUTO REPAIR	SACRAMENTO	95824	I	I					
4901 47TH AVE	SPEED BIRD #1	SACRAMENTO	95824	A	A	A				4
5895 47TH AVE	PEP BOYS #0714	SACRAMENTO	95823	A	A	I				0
2800 49TH ST	UCD MED CTR FLEET SERVICES	SACRAMENTO	95817	A	A	A				3
4528 50TH ST	SALT RIVER MATERIALS GROUP	MCCLELLAN	95652	A	I					
3210 51ST AVE STE A	T N T AUTO BODY	SACRAMENTO	95823	I	A					
3210 51ST AVE STE B1	DELCO AUTO BODY	SACRAMENTO	95823		I					
3210 51ST AVE STE B	AMERICAN AUTO CARE BODY SHOP	SACRAMENTO	95823		I					
3210 51ST AVE	SOUTH CITY HONDA PAINT SHOP	SACRAMENTO	95823	I	I					
3232 51ST AVE STE 7	PERFORMANCE MECHANICAL INC	SACRAMENTO	95823	I						
3240 51ST AVE	G & G CONSTRUCTION CO	SACRAMENTO	95823	A	I					
3250 51ST AVE	AMERICAN MIXERS & PLANTS	SACRAMENTO	95823	A	I					
3250 51ST AVE	ALL IN ONE WELDING CO	SACRAMENTO	95823	I	I					
3301 51ST AVE	SIERRA WEST EXPRESS	SACRAMENTO	95823	I						
3316 51ST AVE	BEAUTY CRAFT FURNITURE CORP	SACRAMENTO	95823	A	A					
3422 51ST AVE	HARTSELL TRUCKING	SACRAMENTO	95823	I						
3425 51ST AVE	NEXTEL CELL SITE CA0237	SACRAMENTO	95823	A						
3425 51ST AVE	T-MOBILE WEST CORP (SCO6974A)	SACRAMENTO	95823	I						
3425 51ST AVE	VERIZON WIRELESS - SOUTHGATE RE-L	SACRAMENTO	95823	A						
3504 51ST AVE	CRAMER CONCRETE INC	SACRAMENTO	95823	I	I		I			
3524 51ST AVE	FIELD IRON WORKERS APPRENTICESHIP	SACRAMENTO	95823	A						
3531 51ST AVE	HEROLD & MIELENZ, INC	SACRAMENTO	95823	A	A					
3534 51ST AVE	SOUTH GATE LANDSCAPING MATERIALS	SACRAMENTO	95823	I	I					
3600 51ST AVE	TNT INDUSTRIAL CONTRACTORS INC	SACRAMENTO	95823	A	I					
3611 51ST AVE	ND MONTGOMERY CONTRACTORS INC	SACRAMENTO	95823	I	I					
3630 51ST AVE STES ABCD	BIG FOUR TIRE SERVICE, INC	SACRAMENTO	95823	A	A					
3645 51ST AVE	JIM'S COLOR CORNER	SACRAMENTO	95823	I						
3650 51ST AVE	IMPORT AUTOMOTIVE	SACRAMENTO	95823	A	A					
3033 52ND AVE STE B	S & Q DELIVERIES	SACRAMENTO	95823	I	I					
3033 52ND AVE STE C	AUTOBODY & PAINT SPECIALIST	SACRAMENTO	95823		I					
3033 52ND AVE STE D	OMEGA AUTO REPAIR	SACRAMENTO	95823	A	A					
3039 52ND AVE B	T & M INDUSTRIAL METALS INC	SACRAMENTO	95823	I						
3045 52ND AVE STE B	J & A AUTO CENTER	SACRAMENTO	95823	I	A					
3061 52ND AVE	J & L PALLETS, INC	SACRAMENTO	95823	A						
3075 52ND AVE	A & P FLOOR COMPANY	SACRAMENTO	95823	A						
3100 52ND AVE	UNITED STATES COLD STORAGE OF CA	SACRAMENTO	95823	A	A				A	
3131 52ND AVE	SKYLINE SCAFFOLD, INC	SACRAMENTO	95823	A	I		I			
3210 52ND AVE	YRC, INC (809)	SACRAMENTO	95823	A	A					
3323 52ND AVE	CYLINDER BOTTLE LIQUIDATORS	SACRAMENTO	95823	A						
3323 52ND AVE	MENDENHALL MFG, INC	SACRAMENTO	95823	A	I					

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3325 52ND AVE	BOS SHEET METAL, INC	SACRAMENTO	95823	A	I					
3413 52ND AVE	WERNER TRUCK TRAILER STORAGE	SACRAMENTO	95823			I				
3418 52ND AVE	A-Z BUS SALES, INC	SACRAMENTO	95823	A	A					
3434 52ND AVE	TESCO CONTROLS INC	SACRAMENTO	95823	I						
3440 52ND AVE	OLD DOMINION FREIGHT LINES	SACRAMENTO	95823	I	I					
3525 52ND AVE	EXPRESS BUILDING MATERIALS INC	SACRAMENTO	95823			I				0
3610 52ND AVE	CENTRAL TRANSPORT	SACRAMENTO	95823			I				0
4234 54TH ST	DEFENSE MICROELECTRONICS ACTIVIT	MCCLELLAN	95652	A	A			A		
5509 55TH ST	FRUITRIDGE PUMP STN (S129)	SACRAMENTO	95820	A						
7282 55TH ST	LESLIE'S SWIMMING POOL SUPPLIES	SACRAMENTO	95823	I						
700 56TH ST	RICH AUTO BODY INC	SACRAMENTO	95819	I	I					
706 56TH ST	CAR-TECH AUTOMOTIVE	SACRAMENTO	95819	I	I					
708 57TH ST	THE DARKROOM	SACRAMENTO	95819		I					
716 57TH ST	FLEMING COLOR	SACRAMENTO	95819	I	I			I		
810 57TH ST	EAST SACTO AUTO SERVICE	SACRAMENTO	95819	A	A					
848 57TH ST	SOUTHSIDE VENDING	SACRAMENTO	95819			I				1
857 57TH ST	VERIZON WIRELESS - ELVAS	SACRAMENTO	95819	A						
1013 58TH ST	FIELD MAINTENANCE SHOP #30 CA ARNK	SACRAMENTO	95819	I	I					
1708 59TH ST	SMUD - CORPORATE YARD DOWNTOWN	SACRAMENTO	95819	A	A	A				3
1708 59TH ST	AT & T MOBILITY - S STREET MICRO	SACRAMENTO	95819	I						
3535 59TH ST	TAHOE PARK POOL	SACRAMENTO	95820	A					I	
1413 60TH ST	VCA ALL OUR PETS	SACRAMENTO	95819		I					
1800 61ST ST	KRAMER CARTON COMPANY	SACRAMENTO	95817	I	I					
6000 61ST ST	MANOR RECREATION & SWIM CLUB	SACRAMENTO	95824	I						
1018 64TH ST	CAL-TECH AUTOMOTIVE	SACRAMENTO	95819	I	I					
1648 65TH AVE	CABRILLO PARK POOL	SACRAMENTO	95822	A					I	
6225 65TH EXPY	SUMP 96	SACRAMENTO	95824	A	A					
1100 65TH ST	FENCE WORLD, INC	SACRAMENTO	95819	A	A					
1308 65TH ST	SACRAMENTO RUG WORKS	SACRAMENTO	95819	A	I					
1327 65TH ST	GEREMIA POOL SERVICE, INC	SACRAMENTO	95819	I	I	I	I			0
1840 65TH ST	ARCO #5339	SACRAMENTO	95817	I	I	I				3
1940 65TH ST	CHEVRON STATION #90812	SACRAMENTO	95817	A	A	A				2
2738 65TH ST	U-HAUL AT 65TH ST	SACRAMENTO	95817	A						
2893 65TH ST	65TH ST UNION 76	SACRAMENTO	95817	A	A	A				3
2933 65TH ST	ARCO AM/PM #6019	SACRAMENTO	95817	A	A	A				3
3009 65TH ST	FONG & FONG PRINTERS & LITHOGRAP	SACRAMENTO	95820	A	A			I		
3009 65TH ST	INK SYSTEMS, INC	SACRAMENTO	95820	A						
6900 65TH ST 4	EXPRESS PORTRAITS	SACRAMENTO	95823		I			I		
6939 65TH ST	FIRESTONE STORE #35C2	SACRAMENTO	95823	I	I					
6950 65TH ST	SACRAMENTO COMMUNITY HEALTH CEN	SACRAMENTO	95823		I					
6960 65TH ST	VERIZON WIRELESS - FLORIN MALL	SACRAMENTO	95823	A						
6966 65TH ST, #B	FAMILY DENTAL GROUP	SACRAMENTO	95823		I					
7000 65TH ST STE B	ISA: SHERIFF'S FLORIN STATION	SACRAMENTO	95823	A	A					

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5650 66TH AVE	R V TRAVEL WORLD OF SACRAMENTO	SACRAMENTO	95823	A	I					
6248 66TH AVE	ST CLAIRE'S NURSING CENTER-LHCF	SACRAMENTO	95823	A						
1210 66TH ST	FOSTER FARMS DAIRY SAC IC PLANT	SACRAMENTO	95819	I	I				I	
1719 69TH ST STE B	CEDAR VALLEY CONSTRUCTION	SACRAMENTO	95819	I	I		I			
1725 69TH ST	AIRGAS NORTHERN CALIF & NEVADA	SACRAMENTO	95819	A						
1725 69TH ST	RED-D-ARC	SACRAMENTO	95819	A	A					
4200 82ND ST STE C	JJJ FLOOR COVERING INC	SACRAMENTO	95826	I						
4200 82ND ST STE E	AGS TILE & STONE	SACRAMENTO	95826	I						
4200 82ND ST F	TEAM OUTFITTERS LLC	SACRAMENTO	95826		I					
4200 82ND ST STE G	VRS CARRIERS, LLC	SACRAMENTO	95826	A	A					
4200 82ND ST STE K	NORTH STAR AUTO SALES INC	SACRAMENTO	95826	I						
4300 82ND ST STE C	LAWNMAN II, INC	SACRAMENTO	95826	I	A					
4300 82ND ST STE I	BACKFLOW TECHNOLOGIES LLC	SACRAMENTO	95826		I					
4300 82ND ST K	B M LYNN PAINTING	SACRAMENTO	95826	I	I					
4841 83RD ST	ANGELES METAL SYSTEMS	SACRAMENTO	95826	I						
4841 83RD ST	AT&T MOBILITY - POWER INN RD (9694)	SACRAMENTO	95826	A						
4845 83RD ST	TRENCH PLATE RENTALS INC	SACRAMENTO	95826	I						
5000 83RD ST	SAC COGENERATION AUTHORITY II	SACRAMENTO	95826	A	A				A	
5025 83RD ST	AIR PRODUCTS MANUFACTURING CORP	SACRAMENTO	95826	A	A				A	
5294 83RD ST	R & S SUPPLY	SACRAMENTO	95826	A	A					
5300 83RD ST, #2	ADVANCED COATING REMOVAL	SACRAMENTO	95826	I	I					
5300 83RD ST	MCELROY METAL INC	SACRAMENTO	95826	I						
5050 84TH ST	OLYMPIC SUPPLY	SACRAMENTO	95826	A	I					
5321 84TH ST	GUDGEL-YANCEY ROOFING, INC	SACRAMENTO	95826	A	A					
5421 84TH ST	PACIFIC BUILDERS INC	SACRAMENTO	95826	I						
5700 88TH ST	FENCEWORKS INC	SACRAMENTO	95828	I	I					
5701 88TH ST STE A	AJ AUTO	SACRAMENTO	95828		A					
5701 88TH ST STE B	RELIABLE AUTO COLLISION INC	SACRAMENTO	95828		I					
5701 88TH ST STE C	CONTROLLED ACCESS CONSULTANTS II	SACRAMENTO	95828	I						
5701 88TH ST STE D	AJ AUTO	SACRAMENTO	95828		I					
5749 88TH ST	COLONIAL VAN & STORAGE	SACRAMENTO	95828	I						
5849 88TH ST	THE MICHAEL'S FURNITURE CO	SACRAMENTO	95828	I	I					
5850 88TH ST	STRATEGIC MATERIALS, INC	SACRAMENTO	95828	A	A					
5852 88TH ST STE 500	CROWN FABRICATION	SACRAMENTO	95828	I	I					
5854 88TH ST	CARPET COLLECTORS, LLC	SACRAMENTO	95828	A	I					
5858 88TH ST	LINDE LLC	SACRAMENTO	95828	A	A	A				1
5860 88TH ST	FLOOR SERVICE SUPPLY	SACRAMENTO	95828	I						
5861 88TH ST STE 100	REFLECTECH, INC	SACRAMENTO	95828	A	A					
5861 88TH ST 500	FIVE STAR PERFORMANCE INSULATION	SACRAMENTO	95828	I	I					
5861 88TH ST STE 600	PROFESSIONAL KITCHEN SERVICES, INC	SACRAMENTO	95828	A						
5870 88TH ST	RIDDIO CONSTRUCTION & SUPPLY	SACRAMENTO	95828	I						
5900 88TH ST	GRAFIL, INC	SACRAMENTO	95828	A	A			I		
5901 88TH ST STE 700	COLONIAL VAN & STORAGE, INC	SACRAMENTO	95828-1121	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
5950 88TH ST	BRY'S ARCHITECTURAL METAL & GLASS	SACRAMENTO	95828	I						
5950 88TH ST	CHROME CRAFT	SACRAMENTO	95828	A	A					
5980 88TH ST	LUMBER PRODUCTS	SACRAMENTO	95828	I						
6000 88TH ST	SAFETY-KLEEN SYSTEMS, INC	SACRAMENTO	95828	A	A	A				3
6001 88TH ST STE 6	SMG CUSTOM CABINETS INC	SACRAMENTO	95828	I	I					
6001 88TH ST	SCOTSCO, INC	SACRAMENTO	95828	I	I					
6003 88TH ST STE 100	WESTERN BUILDING SPECIALTIES, INC	SACRAMENTO	95829	A	A					
6050 88TH ST	MILGARD WINDOWS & DOORS INC	SACRAMENTO	95828	A	A					
6270 88TH ST	CURRENT BUSINESS	SACRAMENTO	95828	I						
6270 88TH ST	CAPITAL VALLEY FABRICATION	SACRAMENTO	95828	A						
PO BOX 94	DAYLY LEE	ISLETON	95641	I						
4409 A PKWY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95823	A					I	
321 A ST	G & G TIRE SERVICE	GALT	95632	I	I					
814 A ST	GALT SUPER MARKET	GALT	95632	I						
3517 A ST	VERIZON WIRELESS - PEACEKEEPER GA	NORTH HIGHLANDS	95660	A						
3519 A ST	TOWER MART #132	NORTH HIGHLANDS	95660	A	A	A				4
2700 ACADEMY WAY	SACRAMENTO REGIONAL TRANSIT LIGH	SACRAMENTO	95815	A	A	A				1
2701 ACADEMY WAY STE 100	THE AMERICAN BOTTLING CO	SACRAMENTO	95815	I						
2750 ACADEMY WAY	SAC REGIONAL TRANSIT LIGHT RAIL	SACRAMENTO	95815	A	I					
2760 ACADEMY WAY	SAC REGIONAL TRANSIT DISTRICT LIGH	SACRAMENTO	95815	A	A					
2801 ACADEMY WAY STE B	KEYSTON BROS	SACRAMENTO	95815	A						
2939 ACADEMY WAY	PACIFIC NEON CO	SACRAMENTO	95815	A	A					
3000 ACADEMY WAY STE 100	AUTO-CHLOR SYSTEM	SACRAMENTO	95815	A			I			
3011 ACADEMY WAY	ACE PLUMBING HEATING & AIR COND	SACRAMENTO	95815	A	A					
3011 ACADEMY WAY	AIRGAS NORTHERN CALIF & NEVADA	SACRAMENTO	95815	I	I				I	
2076 ACOMA ST	CLARK ROOFING, INC	SACRAMENTO	95815	A	A					
2140 ACOMA ST	SHERM'S CUSTOM PLATING	SACRAMENTO	95815	A	A			A		
2160 ACOMA ST	O & J'S AUTO REPAIR	SACRAMENTO	95815	I	I					
2164 ACOMA ST	TWISTED METAL	SACRAMENTO	95815	A						
2166 ACOMA ST	TWISTED METAL	SACRAMENTO	95815	I						
2170 ACOMA ST	DEPENDABLE DIESEL	SACRAMENTO	95815		I			I		
2175 ACOMA ST BLDG A	TRENCH & TRAFFIC SUPPLY, INC	SACRAMENTO	95815	A				I		
2175 ACOMA ST STE B	COAST EQUIPMENT	SACRAMENTO	95815	A	A					
2189 ACOMA ST	WASTE REMOVAL AND RECYCLING INC	SACRAMENTO	95815	I	I					
ACROPOLIS/LAGUNA PARK DR	MSA: ACROPOLIS WELL (W45)	ELK GROVE	95758	I					I	
6008 ADOBE SPRING WAY	IMPORT AUTO REPAIR	ELK GROVE	95758		I					
3 AEROJET RD	AEROJET ROAD SERVICE CENTER	SACRAMENTO	95742	I	I	I				3
2001 AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95742	A	A	I			A	0
11516 AEROTEC CT	OLD VILLAGE LANDSCAPING, INC	RANCHO CORDOVA	95742	I	A					
11525 AEROTEC CT	ADVANCED SURFACING & ASPHALT, INC	RANCHO CORDOVA	95742	A	A					
306 AHERN ST	GENERAL PRODUCE CO	SACRAMENTO	95811	I	I					
10700 AIR TOWER RD	MATHER AIRPORT - AIR TOWER	MATHER	95655	A						
6100 AIRPORT BLVD	ARCO AM/PM #6389	SACRAMENTO	95837	A	A	A				3

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				BP	WG	UST	AST	TIER	CalARP	
6850 AIRPORT BLVD STE 1	US AIRWAYS	SACRAMENTO	95837	A						
6850 AIRPORT BLVD STE 22	DELTA AIR LINES, INC	SACRAMENTO	95837	A	A					
6850 AIRPORT BLVD 22	DELTA AIRLINES	SACRAMENTO	95837	I	I					
6850 AIRPORT BLVD STE 23	SOUTHWEST AIRLINES CO	SACRAMENTO	95837	I	I					
6850 AIRPORT BLVD STE 34	UNITED AIRLINES	SACRAMENTO	95837	A	A					
6851 AIRPORT BLVD	ALASKA	SACRAMENTO	95837	A	A					
6851 AIRPORT BLVD	AMERICAN AIRLINES	SACRAMENTO	95837	I						
6851 AIRPORT BLVD	SOUTHWEST AIRLINES CO	SACRAMENTO	95837	A	A					
6851 AIRPORT BLVD	HORIZON AIR	SACRAMENTO	95837	A						
6900 AIRPORT BLVD	INT'L AIRPORT--WATER WELLS	SACRAMENTO	95837	I					I	
6900 AIRPORT BLVD	INT'L AIRPORT - CUSTODIAL SERVICES	SACRAMENTO	95837	A						
6900 AIRPORT BLVD	INT'L AIRPORT - EMERGENCY POWER	SACRAMENTO	95837	A						
6900 AIRPORT BLVD	ISA: INTERNATIONAL AIRPORT	SACRAMENTO	95837	A	A					
6900 AIRPORT BLVD	TRANSPORTATION SECURITY ADMIN	SACRAMENTO	95837	A	A					
6910 AIRPORT BLVD	UNITED EXPRESS	SACRAMENTO	95837	I	I					
6922 AIRPORT BLVD	UNITED AIRLINES	SACRAMENTO	95837	I	I					
6928 AIRPORT BLVD	AMERICAN AIRLINES	SACRAMENTO	95837	I						
6940 AIRPORT BLVD STE 9	TRANSPORTATION SECURITY ADMIN	SACRAMENTO	95837	I	I					
6962 AIRPORT BLVD	AIRCRAFT SERVICE INTERNATIONAL GR	SACRAMENTO	95837	I	I					
6968 AIRPORT BLVD	SOUTHWEST AIRLINES	SACRAMENTO	95837	I						
6970 AIRPORT BLVD	HORIZON AIR	SACRAMENTO	95837	I						
6970 AIRPORT BLVD	ALASKA AIRLINES	SACRAMENTO	95837	I	I					
AIRPORT BLVD	DUPLICATE - SEE FA0018662	SACRAMENTO	95837	I					I	
4335 AIRPORT DR	BURKE ENGINEERING CO	NORTH HIGHLANDS	95821	I						
3310 AIRPORT RD	AT&T MOBILITY-NATOMAS AIRPORT (976	SACRAMENTO	95837	A						
3321 AIRPORT RD	ELIXIR INDUSTRIES	SACRAMENTO	95834	I						
3330 AIRPORT RD	SUMP 16	SACRAMENTO	95834	A						
3350 AIRPORT RD	MSA: NATOMAS SEWAGE PUMPING STN	SACRAMENTO	95834	A	A				I	
3350 AIRPORT RD	TRAYLOR/SHEA JOINT VENTURE	SACRAMENTO	95834	I	I					
3443 AIRPORT RD	ELIXIR INDUSTRIES	SACRAMENTO	95834	I						
3801 AIRPORT RD	SACRAMENTO AERO SERVICES	SACRAMENTO	95834	I	I	I				3
1960 ALABAMA AVE	CALIF DEPT OF CORRECTIONS	RANCHO CORDOVA	95742	A						
1965 ALABAMA AVE	EDUCATION SERVICES CENTER	RANCHO CORDOVA	95742	I	I					
13331 ALABAMA RD	MCENERNEY FARMS	GALT	95632	I						
7000 ALAMEDA DR	RANCHO MURIETA COUNTRY CLUB	RANCHO MURIETA	95683	A	A					
5620 ALAN BOYD DR	FAA SMF ATCT/ALSF II	SACRAMENTO	95837	A	A	I				1
2349 ALBATROSS WAY	TRAN ZEN TRANSMISSION & AUTO REPA	SACRAMENTO	95815	A	A					
2351 ALBATROSS WAY	MOJARRO AUTO	SACRAMENTO	95815	A	A					
2541 ALBATROSS WAY	ALLEN'S SPECIALTY AUTO	SACRAMENTO	95815	I	I					
2556 ALBATROSS WAY STE E	DREAM WORKS METAL	SACRAMENTO	95815	A	A					
2646 ALBATROSS WAY	JETCO	SACRAMENTO	95815	I	I					
2646 ALBATROSS WAY	CALIFORNIA CUSTOM TRAILERS & POWE	SACRAMENTO	95815	I	I					
2660 ALBATROSS WAY	JAW'S GEAR & AXLE	SACRAMENTO	95815	I	I					

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2676 ALBATROSS WAY	DEALS ON WHEELS	SACRAMENTO	95815		I					
2841 ALBATROSS WAY	SSW DISTRICT ALBATROSS/IRIS WELL 4'	SACRAMENTO	95815	A						
5720 ALDER AVE	AIRCO MECHANICAL INC	SACRAMENTO	95828	I	I					
5725 ALDER AVE	AIRCO COMMERCIAL	SACRAMENTO	95826		A					
5745 ALDER AVE	VALLEY CREST LANDSCAPE & MAINTEN/	SACRAMENTO	95828	A	A					
5750 ALDER AVE STE A	SMG CUSTOM CABINETS INC	SACRAMENTO	95828	I	A					
5851 ALDER AVE STE A	NORCAL MARINE	SACRAMENTO	95828	I	I					
5851 ALDER AVE STE B	ALLIED FINISHING, INC	SACRAMENTO	95828	A	A					
5851 ALDER AVE STE C	A-TECH AUTOMOTIVE	SACRAMENTO	95828		A					
5851 ALDER AVE STE C	SOUTH SAC TRUCK & TRAILER REPAIR	SACRAMENTO	95828	A	A					
5860 ALDER AVE STE 200	CONESCO, INC	SACRAMENTO	95828	I						
5860 ALDER AVE STE 500	BLUE RIBBON STAIRS INC	SACRAMENTO	95828	I						
5860 ALDER AVE STE A	ABC SUPPLY CO INC	SACRAMENTO	95828	I						
5860 ALDER AVE	SLAKEY BROTHERS	SACRAMENTO	95828	I						
5900 ALDER AVE	G & K SERVICES	SACRAMENTO	95828	A	I					
8900 ALDER AVE	BOHANNON EXCAVATING	SACRAMENTO	95829	I	I					
8900 ALDER AVE	DISCOUNT BRAKES	SACRAMENTO	95828		I					
4670 ALDONA LN, #10	KEN NOEL AUTOMOTIVE	SACRAMENTO	95841		I					
4670 ALDONA LN	ICEE/USA	SACRAMENTO	95841	I						
4675 ALDONA LN	ALPHA FIRED ARTS	SACRAMENTO	95841	I						
3905 ALERT RD	SAC REGIONAL DRIVERS TRAINING FAC	MATHER	95655	A						
324 ALHAMBRA BLVD	MARY ANN'S BAKING CO INC	SACRAMENTO	95816	I		I				3
601 ALHAMBRA BLVD	CLUNIE PARK POOL	SACRAMENTO	95816	A					I	
900 ALHAMBRA BLVD	CYCLE TUNE CO	SACRAMENTO	95816	A	A					
1000 ALHAMBRA BLVD	ALHAMBRA DRY CLEANERS	SACRAMENTO	95816	I	I					
1025 ALHAMBRA BLVD	SAFeway #2242	SACRAMENTO	95816	I						
1125 ALHAMBRA BLVD	RITE AID #6071	SACRAMENTO	95816	I	A					
1201 ALHAMBRA BLVD STE 110	SUTTER ALHAMBRA SURGERY CENTER	SACRAMENTO	95816	I						
1201 ALHAMBRA BLVD, #140	SUTTER MED FOUNDTN RADIOLOGY	SACRAMENTO	95816		I					
1201 ALHAMBRA BLVD 400	TENANT	SACRAMENTO	95816		I					
1201 ALHAMBRA BLVD 410	HAND SURGERY ASSOCIATES	SACRAMENTO	95816		I					
1221 ALHAMBRA BLVD, #105	FORT SUTTER CHIROPRACTIC	SACRAMENTO	95816		I					
1315 ALHAMBRA BLVD STE 100	ALHAMBRA DIALYSIS CENTER	SACRAMENTO	95816	A						
1315 ALHAMBRA BLVD STE 200	RICHARD MOORHOUSE DDS	SACRAMENTO	95816		I					
1315 ALHAMBRA BLVD STE 300	ROBERT C. DABY DDS	SACRAMENTO	95816		I					
1435 ALHAMBRA BLVD 114	GREGORY H OWYANG DDS	SACRAMENTO	95816		I					
1508 ALHAMBRA BLVD	UCD MEDICAL CENTER (BULKLEY BLDG)	SACRAMENTO	95816	A	I					
1615 ALHAMBRA BLVD	UCD MEDICAL CENTER	SACRAMENTO	95816	I	I					
1651 ALHAMBRA BLVD	FULCRUM PROPERTY MANAGEMENT	SACRAMENTO	95816							
1675 ALHAMBRA BLVD STE E/F	PATRICK A PENNEY DDS	SACRAMENTO	95816		I					
1675 ALHAMBRA BLVD STE F	DAVID B FAIR DDS	SACRAMENTO	95816		I					
1881 ALHAMBRA BLVD	FIRST DISTRIBUTORS INC	SACRAMENTO	95816	I						
2010 ALHAMBRA BLVD	CAMELLIA COLOR CORPORATION	SACRAMENTO	95817	I	I			I		

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8114 ALPINE AVE	ADOLF'S ORNAMENTAL IRON	SACRAMENTO	95826	I						
8118 ALPINE AVE	DANIEL'S HOT ROD & LOUVER SHOP	SACRAMENTO	95826	I	I					
8130 ALPINE AVE	CUSTOM ART STONE	SACRAMENTO	95826	A						
8131 ALPINE AVE STE A	DRIVEN AUTHORITY	SACRAMENTO	95826	A	A					
8131 ALPINE AVE	HART'S FLEET SERVICE	SACRAMENTO	95826	I	I					
8165 ALPINE AVE	PRECISION CLEANING SYSTEMS, INC	SACRAMENTO	95826	A	A					
8169 ALPINE AVE STE A	AMERICAN RIVER STRIPING	SACRAMENTO	95826	A	A					
8169 ALPINE AVE STE D	TOMARCO FASTENING SYSTEMS	SACRAMENTO	95826	A						
8171 ALPINE AVE STE C	DEPT OF FISH & GAME	SACRAMENTO	95826	I						
8171 ALPINE AVE STE H	ACRYLIC IMAGES	SACRAMENTO	95826	A						
8171 ALPINE AVE STE K	UNIQUE MOTORSPORTS	SACRAMENTO	95826		I					
8175 ALPINE AVE STE A&B	SOLO STAINLESS	SACRAMENTO	95826	I						
8175 ALPINE AVE STE I	COMMERCIAL ELECTRIC SERVICE INC	SACRAMENTO	95826		A					
8178 ALPINE AVE	BRINKS, INC	SACRAMENTO	95826	A	A					
8184 ALPINE AVE STE A&B	T NT AUTO BODY	SACRAMENTO	95826	I	I					
8184 ALPINE AVE, #H	ENGLISH GARDEN	SACRAMENTO	95826		I					
8188 ALPINE AVE D	J&T'S AUTOMOTIVE	SACRAMENTO	95826		I					
8188 ALPINE AVE STE H	J & K SWEEPING	SACRAMENTO	95826	I	A					
8200 ALPINE AVE	WESTERN WIRE AND SCREEN CO	SACRAMENTO	95826	I	I					
8221 ALPINE AVE	INTER-STATE OIL COMPANY	SACRAMENTO	95826	A	A	A				3
8221 ALPINE AVE	DUPLICATE - SEE FA0008343	SACRAMENTO	95826	I						
8231 ALPINE AVE 10	RYDER TRUCK RENTAL	SACRAMENTO	95826	I	I					
8231 ALPINE AVE STE 1	MONARCH ROOFING	SACRAMENTO	95826	I						
8231 ALPINE AVE STE 4	LG'S COLORMATCH CUSTOM FAB & PAINT	SACRAMENTO	95826	I	I					
8250 ALPINE AVE STE A	YANCEY BROS	SACRAMENTO	95826	I						
8250 ALPINE AVE STE G	MOM & POPS	SACRAMENTO	95826		I					
8251 ALPINE AVE	FOREMOST SUPERIOR MARBLE CO, INC	SACRAMENTO	95826	I						
8259 ALPINE AVE A	MICHAEL J STURGEON CONSTRUCTION	SACRAMENTO	95826	I	I					
8260 ALPINE AVE	R V COLLISION CENTER	SACRAMENTO	95826	I						
8262 ALPINE AVE STE A	NOR CAL RV AUTO BODY	SACRAMENTO	95826		I					
8263 ALPINE AVE	ENVTECH INC	SACRAMENTO	95826	I	I					
8267 ALPINE AVE	CITY MOVING SYSTEMS	SACRAMENTO	95826	A	A					
8269 ALPINE AVE	DURALUM PRODUCTS, INC	SACRAMENTO	95826	A						
8290 ALPINE AVE	GP RESOURCE	SACRAMENTO	95826	I	I					
8290 ALPINE AVE	ALTA PLATING & CHEMICAL	SACRAMENTO	95826	A	A			A		
8296 ALPINE AVE	OLD COUNTRY ROOFING	SACRAMENTO	95826	I						
8300 ALPINE AVE	R V COLLISION CENTER	SACRAMENTO	95826	I						
8131 ALPINE ST STE B	GEORGE STARK GOLF CARS	SACRAMENTO	95826	I	I					
3301 ALTA ARDEN EXPY 1	GEORGE J KINGSLEY DDS	SACRAMENTO	95825		I					
3301 ALTA ARDEN EXPY 6	CALIFORNIA CUSTOM CASTINGS	SACRAMENTO	95825		A					
3315 ALTA ARDEN EXPY, #A	DAVIS LUM DDS	SACRAMENTO	95825		I					
3315 ALTA ARDEN EXPY, #B	WILLIAM J MORGAN DDS	SACRAMENTO	95825		I					
3400 ALTA ARDEN EXPY	ARDEN REHAB & HEALTHCARE CENTER	SACRAMENTO	95825	A						

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ALTA MESA & COLONY RD	SUTTER HOME WINERY - ALTA MESA VIN	WILTON	95693	I						
ALTA MESA & MELODY	CHARLES CABRAL	HERALD	95638	I	I					
11936 ALTA MESA	JIM CAPTEIN	GALT	95632	I						
13368 ALTA MESA RD	LEVEL 3 COMMUNICATIONS LLC	GALT	95632	A						
7920 ALTA SUNRISE DR	VERIZON WIRELESS - MAD SUN	CITRUS HEIGHTS	95610	A						
7880 ALTA VALLEY WAY 102	DR GEORGE S SARGETIS PC QME	SACRAMENTO	95823		I					
609 AMADOR AVE	LODI IRON WORKS, INC	GALT	95632	A	I					
7941 AMADOR AVE STE 2	INSPIRE MOTORSPORTS	SACRAMENTO	95826		I					
11330 AMALGAM WAY	SUNRISE BOAT & RV STORAGE	RANCHO CORDOVA	95670	A	I					
11354 AMALGAM WAY D-2	MASTER CRAFT PAINTING	RANCHO CORDOVA	95670	I	I					
11358 AMALGAM WAY STE 10	DUNBAR AIR CONDITIONING HEATING &	RANCHO CORDOVA	95670	I						
11358 AMALGAM WAY 2	VALLEY MFG & ENGINEERING CO	RANCHO CORDOVA	95670	I	I					
11358 AMALGAM WAY STE 5	BORG EQUIPMENT & SUPPLY CO	RANCHO CORDOVA	95670	A						
11358 AMALGAM WAY	GOLDEN STATE EQUIPMENT REPAIR	RANCHO CORDOVA	95670	I						
11366 AMALGAM WAY STE F	RIVER CITY DIFFERENTIALS	RANCHO CORDOVA	95670	A	A					
11370 AMALGAM WAY J	AERCO PACIFIC INC	RANCHO CORDOVA	95670	I						
11378 AMALGAM WAY STE F	THE SHOP	RANCHO CORDOVA	95670	A	A					
11382 AMALGAM WAY	ROY'S CUSTOM CABINETS INC	RANCHO CORDOVA	95670	I	I					
11390 AMALGAM WAY C	SAC CO CHOPPERS	GOLD RIVER	95670		I					
4800 AMBER LN	IMAGE LANDSCAPE INC	SACRAMENTO	95841		I					
4824 AMBER LN B	CK & SONS	SACRAMENTO	95841		I					
4824 AMBER LN	BLUE COLLAR CUSTOMS	SACRAMENTO	95841	I	A					
4836 AMBER LN	SL AUTO REPAIR	SACRAMENTO	95841	I	I					
99 AMERICAN RIVER CANYON	AT&T MOBILITY	FOLSOM	95630	I						
3406 AMERICAN RIVER DR, #A	FARNSWORTH & KOIRE DDS	SACRAMENTO	95864		I					
3406 AMERICAN RIVER DR E	JAMES L PECK DDS	SACRAMENTO	95864		I					
4705 AMERICAN RIVER DR	SSW DISTRICT WELL 71 - RODNEY T. FR/	SACRAMENTO	95841	A						
7850 AMHERST ST	FRONTIER CITIZENS TELECOM CO OF C/	SACRAMENTO	95832	A						
7850 AMHERST WAY	T-MOBILE WEST CORP (SCO6037A)	SACRAMENTO	95832	I						
4381 ANATOLIA DR	SACRAMENTO METRO FIRE STATION 68	RANCHO CORDOVA	95742	I						
8268 ANDALUSIAN DR	MSA: ANDALUSIAN WELL (W62)	SACRAMENTO	95829	A					I	
5320 ANDREA BLVD	CA AMERICAN WATER-ANDREA WELL #1	SACRAMENTO	95842	A					I	
5653 ANDREA BLVD	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95842	A					I	
0 ANDRUS ISLAND 1	ROYALE ENERGY, INC	WALNUT GROVE	95690	A	A					
14400 ANDRUS ISLAND RD	KAY DIX RANCHES	WALNUT GROVE	95690	I	I					
14400 ANDRUS ISLAND RD	VERIZON WIRELESS - RYDE	WALNUT GROVE	95641	A						
14990 ANDRUS ISLAND RD	ALEXANDER AG FLYING SERV, INC	ISLETON	95641	A	I					
12473 ANGLE RD	SODBUSTER	HERALD	95638	I						
13253 ANGRAVE RD	NEW UP TITE CATTLE CO	HERALD	95638	I						
5821 ANTELOPE NORTH RD	WAL-MART SUPERCENTER #5192	ANTELOPE	95843	A	A					
7800 ANTELOPE NORTH RD	SSW DISTRICT ANTELOPE RESERVOIR	SACRAMENTO	95821	A	A	I				1
7850 ANTELOPE NORTH RD STE 1	PISOR FENCE DIVISION, INC &	SACRAMENTO	95843	A	I					
7850 ANTELOPE NORTH RD, #4,5,6	GHH ENGINEERING INC	SACRAMENTO	95843	I						

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7850 ANTELOPE NORTH RD	PRECISION HY RAILALIGNMENT	SACRAMENTO	95843	I	I					
7900 ANTELOPE NORTH RD	UNION PACIFIC RAILROAD	ANTELOPE	95843	A	A					
7920 ANTELOPE NORTH RD	JIM DOBBAS, INC	ANTELOPE	95843	A	I					
8131 ANTELOPE NORTH RD	TAYLOR HEAVY HAULING	ANTELOPE	95843	A	A	I				0
8620 ANTELOPE NORTH RD 10	B & M PERFORMANCE	SACRAMENTO	95843	I	I					
8620 ANTELOPE NORTH RD, #7	JACK'S MACHINE SHOP	SACRAMENTO	95843		I					
8620 ANTELOPE NORTH RD	AMERICAN CONCRETE WASHOUTS	SACRAMENTO	95843	A	A					
8626 ANTELOPE NORTH RD	J & W AUTOWRECKERS/TRANS	ANTELOPE	95843	A	A					
8633 ANTELOPE NORTH RD	BENS AUTO CENTER	ANTELOPE	95843	I	I					
8634 ANTELOPE NORTH RD	ANTELOPE FOREIGN DISMANTLERS	SACRAMENTO	95843	I	I					
8634 ANTELOPE NORTH RD	SACRAMENTO PRESTIGE GUNITE	ANTELOPE	95843	A	A					
8636 ANTELOPE NORTH RD	BILL MCANALLY RACING, INC	ANTELOPE	95843	A	A					
8640 ANTELOPE NORTH RD	PICK-N-PULL AUTO DISMANTLERS	ANTELOPE	95843	A	A					
8640 ANTELOPE NORTH RD	DUPLICATE - SEE FA0008365	SACRAMENTO	95843	I	I					
8650 ANTELOPE NORTH RD STE C	DOUGHNATION DEPOT	ANTELOPE	95843	I	I					
8650 ANTELOPE NORTH RD	FOLSOM READY MIX INC PLANT #2	ANTELOPE	95843	I						
8719 ANTELOPE NORTH RD	SASD PARKWAY GREENS PUMP STN (S1	ANTELOPE	95843	A						
4311 ANTELOPE RD	ANTELOPE FOOD & GAS	ANTELOPE	95843	A	A	A				3
4331 ANTELOPE RD	WALGREENS #5500	SACRAMENTO	95843	A	A					
5764 ANTELOPE RD	QUIK STOP MARKET #135	SACRAMENTO	95842	A	A	A				3
5800 ANTELOPE RD A5	EHLMAN CHIROPRACTIC	SACRAMENTO	95842		I					
5859 ANTELOPE RD	HOME DEPOT #6669	SACRAMENTO	95842	A	A					
5869 ANTELOPE RD	ANTELOPE & ROSEVILLE CHEVRON	SACRAMENTO	95842	A	A	A				3
6425 ANTELOPE RD	O'REILLY AUTO PARTS #2350	CITRUS HEIGHTS	95621	A	A					
6830 ANTELOPE RD J	PESSARAN CHIROPRACTIC	CITRUS HEIGHTS	95621		I					
7401 ANTELOPE RD	SUNRISE REC & PARK DIST CORP YARD	CITRUS HEIGHTS	95610	A	A	I				3
7806 ANTELOPE RD	CARBURETOR FACTORY	CITRUS HEIGHTS	95610		I					
13149 APPLE RD	AQUA MARINE ENTERPRISES	WILTON	95693	I						
13345 APPLE RD	NILSEN FARMS	WILTON	95693	I						
ARCADE CREEK LEVEE/WINDNG WAY	MSA: WINDING WY STORM DRAIN PUMP	SACRAMENTO	95841	A	I				I	
1659 ARCADE BLVD	SACRAMENTO CITY WELL #127	SACRAMENTO	95815	A					A	
7900 ARCADIA DR	RITE AID #6046	CITRUS HEIGHTS	95610	I	A					
7983 ARCADIA DR	SUNRISE FUN CENTER	CITRUS HEIGHTS	95610		I					
8013 ARCADIA DR	ECONO LUBE N TUNE & BRAKES #64	CITRUS HEIGHTS	95610	A	A	I				1
259 ARDEN WAY	CECIL'S AUTO BODY	SACRAMENTO	95815	A	A					
259 ARDEN WAY	NORTH SACRAMENTO RADIATOR SERVI	SACRAMENTO	95815		I					
440 ARDEN WAY	ARDEN ARMORY	SACRAMENTO	95815		I					
733 ARDEN WAY	PHOTO EXPRESS	SACRAMENTO	95815		I					
739 ARDEN WAY	CIRCLE K #977	SACRAMENTO	95815	I		I				0
860 ARDEN WAY	ARDEN SHELL	SACRAMENTO	95815	A	A	A				4
990 ARDEN WAY	CHUCK'S TRANSMISSION & AUTOMOTIVE	SACRAMENTO	95815	I	I					
998 ARDEN WAY	MIRACLE AUTO PAINTING OF ARDEN WA	SACRAMENTO	95815	I	I					
1000 ARDEN WAY	HARLEY-DAVIDSON OF SACRAMENTO, IN	SACRAMENTO	95815	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
1021 ARDEN WAY	S & H 4 WHEEL DRIVE CENTER, INC	SACRAMENTO	95815	A	A					
1031 ARDEN WAY	NEW BLENDS	SACRAMENTO	95815	I	I			I		
1200 ARDEN WAY	CULLIGAN WATER	SACRAMENTO	95815	A	A			I		
1216 ARDEN WAY STE B	A-1 EXPRESS MUFFLER	SACRAMENTO	95815	A	A					
1216 ARDEN WAY	MAACO COLLISION REPAIR & AUTO PAIN	SACRAMENTO	95815	A	A					
1216 ARDEN WAY	UNIVISION TELEVISION GROUP INC	SACRAMENTO	95815	A	I					
1324 ARDEN WAY	INTERSTATE BRANDS CORP	SACRAMENTO	95815	A	A					
1600 ARDEN WAY	SHELL	SACRAMENTO	95815	A	A	A				3
1601 ARDEN WAY	JIFFY LUBE #1587	SACRAMENTO	95815	I	I					
1601 ARDEN WAY	SEARS #1228 (6178)	SACRAMENTO	95815	A	A					
1601 ARDEN WAY	TEETH FOR LIFE DENTAL GROUP	SACRAMENTO	95815		I					
1610 ARDEN WAY, #130	MONICA CROOKS DDS	SACRAMENTO	95815		I					
1610 ARDEN WAY, #157	JEFF L DIMARIANO DDS	SACRAMENTO	95815		I					
1689 ARDEN WAY STE 1000	THE PICTURE PEOPLE	SACRAMENTO	95815		I			I		
1689 ARDEN WAY STE 1167	ARDEN FAIR MALL	SACRAMENTO	95815	A						
1689 ARDEN WAY 1340	RITZ CAMERAS	SACRAMENTO	95815		I			I		
1689 ARDEN WAY STE 1344	LENSCRAFTERS STORE #42	SACRAMENTO	95815	A	A			A		
1695 ARDEN WAY	JC PENNEY	SACRAMENTO	95815	A	A					
1701 ARDEN WAY	MACY'S WEST, INC	SACRAMENTO	95815	A	A	I				1
1710 ARDEN WAY	UNIVISION 19	SACRAMENTO	95815	A						
1717 ARDEN WAY	GOODYEAR AUTO SERVICE CENTER #85	SACRAMENTO	95815	A	A					
1740 ARDEN WAY	AMERICAS BACK & NECK PAIN SPEC	SACRAMENTO	95815		I					
1896 ARDEN WAY	MERVYN'S #015	SACRAMENTO	95815	I						
1949 ARDEN WAY	CHANDI'S PETROLEUM INC	SACRAMENTO	95815	A	A	A				4
2000 ARDEN WAY	CAL EXPO CHEVRON #94697	SACRAMENTO	95825	A	A	A				3
2100 ARDEN WAY, #150	ACE PHOTO	SACRAMENTO	95825		I					
2100 ARDEN WAY	CA AMERICAN WATER-HOWE WELL	SACRAMENTO	95825	A					I	
2101 ARDEN WAY	CLUTCH MART	SACRAMENTO	95821	A	A					
2105 ARDEN WAY	ARDEN & HOWE CAR WASH, INC	SACRAMENTO	95825	A	I					
2121 ARDEN WAY	PRESTIGE CLEANERS	SACRAMENTO	95825	I	I					
2201 ARDEN WAY	WALGREENS #6193	SACRAMENTO	95825	I	A					
2230 ARDEN WAY	VERIZON WIRELESS - BELL ST	SACRAMENTO	95825	A						
2230 ARDEN WAY H	PIP PRINTING	SACRAMENTO	95825		I					
2244 ARDEN WAY	ARDEN AUTO OUTLET	SACRAMENTO	95825	I	I					
2244 ARDEN WAY	ARDEN AUTO OUTLET SALES & SERVICE	SACRAMENTO	95825	I	I					
2257 ARDEN WAY	AAMCO TRANSMISSIONS	SACRAMENTO	95825	A	A					
2260 ARDEN WAY	MIDAS AUTO SERVICE	SACRAMENTO	95825	A	A					
2285 ARDEN WAY	FRAZEE PAINT & WALLCOVERING	SACRAMENTO	95825	I	I					
2301 ARDEN WAY	M K AUTO, INC	SACRAMENTO	95825	A	A	I				1
2304 ARDEN WAY	ONE HOUR MOTO PHOTO	SACRAMENTO	95825		I			I		
2409 ARDEN WAY	THRIFTY CAR RENTAL	SACRAMENTO	95825	I	I					
2419 ARDEN WAY	ARDEN TIRE STORE	SACRAMENTO	95825		I					
2419 ARDEN WAY	THE EARTH STATION II	SACRAMENTO	95825	I	I					

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2439 ARDEN WAY	MOTORSPORT DYNAMICS	SACRAMENTO	95825	I	I					
2499 ARDEN WAY	MOTORCYCLE CONSIGNMENTS PLUS	SACRAMENTO	95825	I	I					
2500 ARDEN WAY	PEP BOYS #0723	SACRAMENTO	95825	A	A	I		I		1
2509 ARDEN WAY	MARTINEZ AUTO CARE	SACRAMENTO	95825		I					
2513 ARDEN WAY	GLIDDEN PROFESSIONAL PAINT CENTEF	SACRAMENTO	95825	A	A					
2515 ARDEN WAY	O'DONNELL TRUCK & ENGINE REPAIR, INC	SACRAMENTO	95825	A	A					
2521 ARDEN WAY	TERMINIX INTERNATIONAL INC	SACRAMENTO	95825	I						
2535 ARDEN WAY	TURNER VOLVO	SACRAMENTO	95825	A	A					
2545 ARDEN WAY	QUALITY TUNE UP #41	SACRAMENTO	95825	A	A					
2600 ARDEN WAY	FLYERS #24	SACRAMENTO	95825	A	A	A				3
2620 ARDEN WAY	ARDEN HIGH TECH AUTO REPAIR, INC	SACRAMENTO	95825	A	A					
2701 ARDEN WAY	NIELLO VW & COLLISION CENTER	SACRAMENTO	95825	A	A					
2800 ARDEN WAY	JENSEN PHOTOGRAPHY	SACRAMENTO	95825		I					
2856 ARDEN WAY, #100	PETER M COUPERUS DDS	SACRAMENTO	95825		I					
2920 ARDEN WAY STE M	AUTOSTATT EUROPEAN, INC	SACRAMENTO	95825	A	A					
3000 ARDEN WAY 1-A	SACRAMENTO SPINAL SPECIALISTS	SACRAMENTO	95825		I					
3001 ARDEN WAY, #A	STEVEN BARHAM DC	SACRAMENTO	95825		I					
3100 ARDEN WAY	SMOG DIAGNOSTIC SPECIALISTS	SACRAMENTO	95825	I	I	I				4
3108 ARDEN WAY	EQUITY OFFICE PROPERTIES	SACRAMENTO	95825	A						
3119 ARDEN WAY	SHERWIN-WILLIAMS STORE #8035	SACRAMENTO	95825	A	A					
3145 ARDEN WAY	ARDEN WAY AUTO REPAIR & TIRE SHOP	SACRAMENTO	95825	A	A					
3200 ARDEN WAY	KAISER PERMANENTE FNDTN HOSPITAL	SACRAMENTO	95825	A	A					
3338 ARDEN WAY	CVS/PHARMACY #9992	SACRAMENTO	95825	I	A					
3350 ARDEN WAY	ORCHARD SUPPLY HARDWARE #241	SACRAMENTO	95825	A	A					
3357 ARDEN WAY	WAREHOUSE PAINT, INC	SACRAMENTO	95825	A						
3433 ARDEN WAY	STEVEN BARHAM DC	SACRAMENTO	95825		I					
3437 ARDEN WAY	A & W CLEANERS	SACRAMENTO	95825	I	A					
4200 ARDEN WAY	WALGREENS #4170	SACRAMENTO	95864	I	A					
4211 ARDEN WAY STE A	NEW WORLD CLEANERS	SACRAMENTO	95864	A	A					
4211 ARDEN WAY	AT&T MOBILITY - MISSION (9731)	SACRAMENTO	95864	A						
4211 ARDEN WAY	VERIZON WIRELESS-ARDEN OAKS	SACRAMENTO	95864	A						
4230 ARDEN WAY	ARDEN VILLAGE SERVICE, INC	SACRAMENTO	95864	A	A	A				4
4231 ARDEN WAY	ARDEN WAY WINE & LIQUOR	SACRAMENTO	95864	A	A	A				3
4250 ARDEN WAY	SAVE MART SUPERMARKET #346	SACRAMENTO	95864	I						
4320 ARDEN WAY	BEL AIR SUPERMARKET #502	SACRAMENTO	95864	I						
4338 ARDEN WAY	ARNOLD CLEANERS	SACRAMENTO	95864	I	I					
4340 ARDEN WAY 2	TERRY'S FILM WORKS	SACRAMENTO	95864		I					
4340 ARDEN WAY STE 3	ARNOLD CLEANERS, INC	SACRAMENTO	95864	A	A					
4360 ARDEN WAY, #3	H DAVID KNEPSHIELD DDS	SACRAMENTO	95864		I					
4360 ARDEN WAY, #5	JAMES H MUCCI DDS	SACRAMENTO	95864		I					
4373 ARDEN WAY	ARDEN PLAZA CLEANERS	SACRAMENTO	95864	I	I					
4391 ARDEN WAY	LESLIE'S SWIMMING POOL SUPPLIES #10	SACRAMENTO	95864	I						
5114 ARDEN WAY	LONGS DRUG STORE #537	CARMICHAEL	95608	I	I					

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5134 ARDEN WAY	DRY CLEAN 4U	CARMICHAEL	95608		I					
5144 ARDEN WAY STE B	VERIZON WIRELESS-MISSION AVENUE	CARMICHAEL	95608	A						
1931 ARENA BLVD	NATOMAS UNIFIED SCHOOL DIST	SACRAMENTO	95834	A	A					
3200 ARENA BLVD	BEL AIR AISLE ONE STORE #578	SACRAMENTO	95834	A	A	A				3
10481 ARMSTRONG AVE	SUTTER HEALTH INFORMATION SERVICE	MATHER	95655	A						
10503 ARMSTRONG AVE, #600	MATHER AFB CONVERSION AGENCY	MATHER AFB	95655	I						
10545 ARMSTRONG AVE STE 200	SACRAMENTO METRO FIRE ADMINISTRATION	MATHER	95655	A						
10585 ARMSTRONG AVE	BLOODSOURCE	MATHER	95655	A	A					
10250 ARNO RD	VERIZON WIRELESS - ARNO RD	GALT	95632	A						
10550 ARNO RD	ELK GROVE DAIRY SERVICE, INC	GALT	95632	A	A					
10606 ARNO RD	HENKE VINEYARDS	GALT	95632	I						
10715 ARNO RD	CAL-DENIER DAIRY	GALT	95632	I						
11491 ARNO RD	PACIFIC AGRILANDS	GALT	95632	I						
4724 ARNOLD AVE	MARTIN TESTING LABORATORIES, INC	MCCLELLAN	95652	A	A					
5025 ARNOLD AVE BLDG 27	WESTERN PAVEMENT SOLUTIONS	MCCLELLAN	95652	A						
5115 ARNOLD RD BLDG 20	SURE WEST BROADBAND BLDG 20	MCCLELLAN	95652	A						
6500 ASHER LN STE 100	DIAMOND CONCRETE	SACRAMENTO	95828	A	A					
6560 ASHER LN STE 100	FLOWLINE CONTRACTORS INC	SACRAMENTO	95828	A	A					
6580 ASHER LN STE 200	IVAN'S AUTO REPAIR	SACRAMENTO	95828		I					
6580 ASHER LN STE 300	SLAVIK'S AUTO REPAIR	SACRAMENTO	95828		I					
6580 ASHER LN STE 500	IVAN'S AUTO REPAIR	SACRAMENTO	95828		I					
6600 ASHER LN 100	FLOWLINE CONTRACTORS INC	SACRAMENTO	95828	I	I					
6600 ASHER LN	DIABLO VALLEY MASONRY, INC	SACRAMENTO	95828	A	A					
6610 ASHER LN	B & B ASPHALT, INC	SACRAMENTO	95828	A	A					
6661 ASHER LN	BOLINA'S CONCRETE	SACRAMENTO	95828	A	A					
6661 ASHER LN	SCLAMBERG IRON AND METAL	SACRAMENTO	95828	I	A					
4300 ASTORIA ST	VASKO ELECTRIC INC	SACRAMENTO	95838	I						
4337 ASTORIA ST	ATLAS SHOWER DOOR CO	SACRAMENTO	95838	I						
10010 ATKINS DR	SASD ATKINS PUMP STN (S135)	ELK GROVE	95757	A						
10035 ATKINS DR	FIRE STATION 72	ELK GROVE	95757	A						
10035 ATKINS DR	T-MOBILE WEST CORP (SC15095Z)	ELK GROVE	95758	I						
3950 ATTAWA AVE	STEPHAN'S AUTO HAUS	SACRAMENTO	95822	A	A					
4265 ATTAWA AVE	RHYME'S AUTO SALES & SERVICE	SACRAMENTO	95822		I					
1417 AUBURN BLVD	L & L TRANSMISSION CENTER	SACRAMENTO	95815	A	A					
1429 AUBURN BLVD	ARNOLD'S TOWING, INC	SACRAMENTO	95815	I	A					
1430 AUBURN BLVD STE A	GOLDEN STATE TOWING	SACRAMENTO	95815	I	I					
1436 AUBURN BLVD	ENTRAVISION COMMUNICATIONS, INC	SACRAMENTO	95815	A						
1500 AUBURN BLVD	MORGAN TIRE OF SACRAMENTO	SACRAMENTO	95815		I					
1560 AUBURN BLVD	GERONIMO'S REBUILDABLES	SACRAMENTO	95815	A	A					
1562 AUBURN BLVD	VO-TECH	SACRAMENTO	95815		A					
1600 AUBURN BLVD	M & M ELECTRIC	SACRAMENTO	95815	A	A	A				2
1644 AUBURN BLVD	FORD WHOLESALE CO INC	SACRAMENTO	95815	A						
1710 AUBURN BLVD	HIRST TOW SERVICE, INC	SACRAMENTO	95815	A	A					

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1834 AUBURN BLVD STE B	D LEAL'S BODY & FRAME	SACRAMENTO	95815		A					
1834 AUBURN BLVD	ADI STAR TRANSPORT	SACRAMENTO	95815	A	A					
1921 AUBURN BLVD	VAS AUTOBODY	SACRAMENTO	95815		I					
1929 AUBURN BLVD	ALLEN FARIS TRUCKING	SACRAMENTO	95815	A	A					
1932 AUBURN BLVD	CAPITOL STEEL CO	SACRAMENTO	95815	A						
1939 AUBURN BLVD	SAM & SERG AUTO SALE	SACRAMENTO	95815	I	I					
1940 AUBURN BLVD	W. ROSENAU MOTOR REWINDING	SACRAMENTO	95815	A	A					
1961 AUBURN BLVD	FREEWAY AUTO WRECKING	SACRAMENTO	95815	A	A					
1964 AUBURN BLVD	FOSTERS SERVICE CO	SACRAMENTO	95815	I	I					
2264 AUBURN BLVD	MAITA BODY SHOP	SACRAMENTO	95821	A	A	I				2
2288 AUBURN BLVD 100	FOCAL POINT VISION CENTER	SACRAMENTO	95821	I						
2288 AUBURN BLVD 101	CAMELLIA WOMEN'S HEALTH	SACRAMENTO	95821	I						
2288 AUBURN BLVD 102	DIAG RADIOLOGICAL IMAG MED GR	SACRAMENTO	95821		I			I		
2288 AUBURN BLVD STE 201	GREATER SACTO SURGERY CENTER	SACRAMENTO	95821	A						
2320 AUBURN BLVD	CURRENTLY VACANT	SACRAMENTO	95821	I	I					
2324 AUBURN BLVD	CONTINENTAL DISPLAY, INC	SACRAMENTO	95821	A						
2328 AUBURN BLVD 2	ANYTIME POWER SPORTS OF SAC	SACRAMENTO	95821	I	I					
2328 AUBURN BLVD UNIT 2	NEW DIRECTIONS SCREEN PRINTING	SACRAMENTO	95821	A	A					
2346 AUBURN BLVD	NEW DIRECTIONS	SACRAMENTO	95821	I	I					
2350 AUBURN BLVD	NIELLO AUDI	SACRAMENTO	95821	A	A		I			
2400 AUBURN BLVD B	FOUNDATION FOR ABUSED CHILDREN	SACRAMENTO	95821		I					
2410 AUBURN BLVD	MAITA SUBARU	SACRAMENTO	95821	A	A					
2436 AUBURN BLVD	MAITA NISSAN OF SACRAMENTO	SACRAMENTO	95821	I	I					
2500 AUBURN BLVD	TOYOTA OF SACRAMENTO	SACRAMENTO	95821	A	A					
2680 AUBURN BLVD	MINT AUTO SALES INC	SACRAMENTO	95821		I					
2734 AUBURN BLVD	VERIZON WIRELESS - HAGGIN OAKS	SACRAMENTO	95821	A						
2736 AUBURN BLVD	SSW DISTRICT WELL 40A	SACRAMENTO	95821	A						
2804 AUBURN BLVD	MAITA TOYOTA-NEW CAR STORAGE LOT	SACRAMENTO	95821	I						
2820 AUBURN BLVD	MAITA NISSAN OF SACRAMENTO	SACRAMENTO	95821	A	A					
3040 AUBURN BLVD	EVERGREEN ENERGY	SACRAMENTO	95821	A	A	A				3
3240 AUBURN BLVD	MARCONE APPLIANCE INC	SACRAMENTO	95821	I						
3248 AUBURN BLVD	CENTRAL 4 WHEEL DRIVE	SACRAMENTO	95821	I	I					
3300 AUBURN BLVD STE 16	DON HILL AUTOMOTIVE	SACRAMENTO	95821	I	I					
3300 AUBURN BLVD 18	DON HILL AUTOMOTIVE	SACRAMENTO	95821		I					
3300 AUBURN BLVD 5	THROTTLE BODY REPAIR	SACRAMENTO	95821		I					
3412 AUBURN BLVD B	JOHN DAVIS COMPANY INC	SACRAMENTO	95821	I						
3416 AUBURN BLVD	IMPORT SPECIALIST	SACRAMENTO	95821	A	A					
3418 AUBURN BLVD A	ADVANCE PRINTING & SIGNS	SACRAMENTO	95821		I					
3418 AUBURN BLVD STE D	WARLOCKS AUTO ACCESSORIES, INC	SACRAMENTO	95821	A						
3500 AUBURN BLVD	SHELL FACILITY #135862	SACRAMENTO	95821	A	A	A				2
3510 AUBURN BLVD, #12	ADVANCE PRINTING & SIGNS	SACRAMENTO	95821		I					
3530 AUBURN BLVD, #3	AUBURN BL CHIROPRACTIC	SACRAMENTO	95821		I					
3555 AUBURN BLVD	SASD PARK RD PUMP STN (S014)	SACRAMENTO	95821	A					I	

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3700 AUBURN BLVD	QUIK STOP MARKET #112	SACRAMENTO	95821	A	A	A				2
4250 AUBURN BLVD	HERITAGE OAKS HOSPITAL-LHCF	SACRAMENTO	95841	A						
4261 AUBURN BLVD	CENTURY GRAPHICS	SACRAMENTO	95841	I						
4339 AUBURN BLVD	METALWORX BODY & PAINT	SACRAMENTO	95841	A	A					
4350 AUBURN BLVD 200	WIGGINS & RABE DDS	SACRAMENTO	95841		I					
4351 AUBURN BLVD	ABA DABA RENTALS	SACRAMENTO	95841	A	A					
4362 AUBURN BLVD	OAK POINT CHIROPRACTIC	SACRAMENTO	95841		I					
4401 AUBURN BLVD	VERIZON WIRELESS - NORTH HIGHLAND	SACRAMENTO	95841	A						
4401 AUBURN BLVD	AT&T MOBILITY FRONTIER RADIO (9675)	SACRAMENTO	95841	A						
4411 AUBURN BLVD	CLARKE & RUSH MECHANICAL, INC	SACRAMENTO	95841	A	A					
4430 AUBURN BLVD	TOWER MART #872	SACRAMENTO	95841	A	A	A				3
4434 AUBURN BLVD	SWIM CHEM	SACRAMENTO	95841	I					I	
4443 AUBURN BLVD B	DAVE'S AUTO BODY & PAINT	SACRAMENTO	95841		I					
4443 AUBURN BLVD STE D	DALE'S AUTOMOTIVE	SACRAMENTO	95841	I	I					
4443 AUBURN BLVD STE F	TRAYNOR'S PAINTING & DECORATING IN	SACRAMENTO	95841	I						
4500 AUBURN BLVD STE C	MATTZ GARAGE	SACRAMENTO	95841	I	I					
4520 AUBURN BLVD	EUROPEAN BODY & FRAME	SACRAMENTO	95841	I	I					
4526 AUBURN BLVD	REX HUTCHINSON RACING ENG	SACRAMENTO	95841	A	A					
4536 AUBURN BLVD D	RED STAR AUTO WORKS INC	SACRAMENTO	95841	I	A					
4538 AUBURN BLVD	TAP PLASTICS INC	SACRAMENTO	95841	I						
4555 AUBURN BLVD 23	JAMES AUTO SPECIALISTS	SACRAMENTO	95841		I					
4555 AUBURN BLVD STE 6	WATER WELL TECHNOLOGY INC	SACRAMENTO	95841	I	I					
4555 AUBURN BLVD 9	JAPANESE KAR KARE	SACRAMENTO	95841		I					
4555 AUBURN BLVD STE 9	AUTOMOTIVE CAR CARE	SACRAMENTO	95841	A	A					
4560 AUBURN BLVD	BERCO REDWOOD, INC	SACRAMENTO	95841	A						
4604 AUBURN BLVD	RICK'S BODY SHOP	SACRAMENTO	95841	I	A					
4607 AUBURN BLVD	BERRY LUMBER, INC	SACRAMENTO	95841		I		I			
4619 AUBURN BLVD STE 1	RIVER CITY PAINTING INC	SACRAMENTO	95841	A	A					
4622 AUBURN BLVD	CAPITOL YAMAHA	SACRAMENTO	95841	A	A					
4625 AUBURN BLVD	FRIENDLY AUTO	SACRAMENTO	95841	I	I					
4631 AUBURN BLVD STE 3	SACRAMENTO MOTORCYCLE SERVICE (	SACRAMENTO	95841	I	I					
4631 AUBURN BLVD A	JT'S PERFORMANCE	SACRAMENTO	95841		I					
4633 AUBURN BLVD STE A	METRO AUTO REPAIR	SACRAMENTO	95841	I	I					
4633 AUBURN BLVD STE B	PRO TECH TRANSMISSIONS	SACRAMENTO	95841	I	A					
4635 AUBURN BLVD	WRECKED & RUNNING MOTORCYCLES	SACRAMENTO	95841	A	A					
4707 AUBURN BLVD	ASB AUTO WHOLESALE	SACRAMENTO	95841		I					
4710 AUBURN BLVD	BIG D LIQUOR & FOOD	SACRAMENTO	95841	A	A	A				3
4715 AUBURN BLVD	O K TIRE STORES, INC	SACRAMENTO	95841	A	A					
4716 AUBURN BLVD	ORBIT STATION	SACRAMENTO	95841	A	A	A				2
4727 AUBURN BLVD	GOOD TIMES KAWASAKI	SACRAMENTO	95841	A	A					
4754 AUBURN BLVD	B & M AUTOMOTIVE	SACRAMENTO	95841	A	A					
4755 AUBURN BLVD STE A	THE AIR TOOL STORE	SACRAMENTO	95841	I	I					
4758 AUBURN BLVD	ALL TRANSMISSION & FLEET SERVICES	SACRAMENTO	95841	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
4777 AUBURN BLVD STE 100	SW ALLEN CONSTRUCTION, INC	SACRAMENTO	95841	A	A					
4777 AUBURN BLVD 900	NEW ONCE AGAIN INC	SACRAMENTO	95841	I	I					
4807 AUBURN BLVD	FOOTHILL FARMS VET'RY HOSPITAL	SACRAMENTO	95841		I					
4809 AUBURN BLVD	GUENTER & HARRY	SACRAMENTO	95841	A	A					
4825 AUBURN BLVD	PIP PRINTING	SACRAMENTO	95841		I					
4836 AUBURN BLVD	VALLEY REDWOOD, INC	SACRAMENTO	95841	A	A					
4837 AUBURN BLVD	ANYTIME POWER SPORTS OF SAC	SACRAMENTO	95841	I	I					
4851 AUBURN BLVD	EUROPEAN AUTO CARE, INC	SACRAMENTO	95841	A	A					
4909 AUBURN BLVD	99 CENTS ONLY STORE #239	SACRAMENTO	95841	I	A					
4914 AUBURN BLVD	NAPA AUTO PARTS	SACRAMENTO	95841	I						
4926 AUBURN BLVD	APPLIANCE WAREHOUSE	SACRAMENTO	95841	A	A					
4930 AUBURN BLVD	PURRFECT AUTO SERVICE #82	SACRAMENTO	95841	A	A		I			
4936 AUBURN BLVD	CALIFORNIA AUTO BODY	SACRAMENTO	95841	A	A					
4950 AUBURN BLVD STE A	SWIM CHEM, INC	SACRAMENTO	95841	A	I				I	
5132 AUBURN BLVD	BATTERY WORLD, LLC	SACRAMENTO	95841	A						
5135 AUBURN BLVD	PEP BOYS #0719	SACRAMENTO	95841	A	A	I				1
5144 AUBURN BLVD	ONE STOP TRUCK SHOP	SACRAMENTO	95841	A	I					
5154 AUBURN BLVD STE A	PERFORMANCE TEST ONLY	SACRAMENTO	95841	I	A					
5154 AUBURN BLVD C	BUDGET RENT A CAR SYSTEM, INC	SACRAMENTO	95841	I						
5154 AUBURN BLVD	JIFFY LUBE #388	SACRAMENTO	95841	I	I					
5165 AUBURN BLVD	THE DIRTY SHIRT CO	SACRAMENTO	95841		I					
5171 AUBURN BLVD	BELL HARDWARE	SACRAMENTO	95841	I						
5181 AUBURN BLVD	MARCO MUFFLER	SACRAMENTO	95841	A						
5201 AUBURN BLVD	PERFORMANCE CYCLE INC	SACRAMENTO	95841	I	I					
5220 AUBURN BLVD	U-HAUL MOVING & STORAGE OF CITRUS	SACRAMENTO	95841	A	I					
5239 AUBURN BLVD	MIDAS AUTO SERVICE	SACRAMENTO	95841	I	I					
5289 AUBURN BLVD	LUMBERJACK BUILDING MATERIALS	SACRAMENTO	95841	I						
5289 AUBURN BLVD	THOMPSON'S S & S COLLISION REPAIR	SACRAMENTO	95841	A	A					
5400 AUBURN BLVD	K-MART #4114 [HM]	SACRAMENTO	95841	I						
5400 AUBURN BLVD	PENSKE AUTO CENTER #4114	SACRAMENTO	95841	I	I					
5400 AUBURN BLVD	MEINEKE CAR CARE CENTER	SACRAMENTO	95841	I	I					
5417 AUBURN BLVD	O'REILLY AUTO PARTS #2807	SACRAMENTO	95841	A	A					
5435 AUBURN BLVD	JOSEPH BERRY DC	SACRAMENTO	95841		I					
5439 AUBURN BLVD	HARBOR FREIGHT TOOLS	SACRAMENTO	95841	I						
5440 AUBURN BLVD B	PET DOC	SACRAMENTO	95841	I	I					
5445 AUBURN BLVD	SAVE MART SUPERMARKET #621	SACRAMENTO	95841	I	I					
5501 AUBURN BLVD	7-ELEVEN STORE #33315	SACRAMENTO	95841	A	A	A				2
5526 AUBURN BLVD STE 2	TAYLOR AUTOMOTIVE	SACRAMENTO	95841		A					
5526 AUBURN BLVD	LARRY'S TIRE & BRAKE	SACRAMENTO	95841		I					
5528 AUBURN BLVD STE 2	STREET BIKE SERVICES	SACRAMENTO	95841	I	I					
5528 AUBURN BLVD STE 3	HURRICANE AUTOMOTIVE	SACRAMENTO	95841	A	A					
5528 AUBURN BLVD STE 4	SEZA AUTOMOTIVE	SACRAMENTO	95841	A	A					
5531 AUBURN BLVD STE 2	ACCESSORY POWDER COATING	SACRAMENTO	95841	A						

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5561 AUBURN BLVD	EARNEST ALLEN DC	SACRAMENTO	95841		I					
5613 AUBURN BLVD	BODYCRAFT COLLISION CENTER, LLC	SACRAMENTO	95841	A	A					
5623 AUBURN BLVD, #B	FRETWELL'S RETAILING	SACRAMENTO	95841	I						
5623 AUBURN BLVD	BURK AUTOMOTIVE	SACRAMENTO	95841		I					
5623 AUBURN BLVD	ULTRA TRUCK WORKS, INC	SACRAMENTO	95841	A	I					
5645 AUBURN BLVD	ACME SAW & SUPPLY, INC	SACRAMENTO	95841	A	A					
5656 AUBURN BLVD STE 11	PAT'S LITTLE SHOP OF WRENCHES	SACRAMENTO	95841	A	A					
5656 AUBURN BLVD STE 13	TOS (TOYOTAS ONLY SERVICE)	SACRAMENTO	95841	A	A					
5656 AUBURN BLVD STE 6	3 POINTS STAR MOTORS	SACRAMENTO	95841	A	A					
5702 AUBURN BLVD	WAYNE GRIST	SACRAMENTO	95841			I				1
5710 AUBURN BLVD STE 14	A.L.S INTERIORS, INC	SACRAMENTO	95841	A	A					
5710 AUBURN BLVD 18	SPECTRUM	SACRAMENTO	95841	I						
5753 AUBURN BLVD 20	HORN'S FIAT SERVICE	SACRAMENTO	95841		I					
5753 AUBURN BLVD 27	JAPANESE ENGINE DEPOT	SACRAMENTO	95841	I	I					
5753 AUBURN BLVD STE 2	TINNERS HVAC FABRICATIONS INC	SACRAMENTO	95841	I						
5753 AUBURN BLVD STE 7	BILL'S HYDRAULIC JACK SERVICE	SACRAMENTO	95841		A					
5753 AUBURN BLVD	ENGINES ONLY	SACRAMENTO	95841		I					
5757 AUBURN BLVD STE B	HURRICANE AUTOMOTIVE	SACRAMENTO	95841		I					
5757 AUBURN BLVD	CARBURETOR FACTORY	SACRAMENTO	95841		I					
5780 AUBURN BLVD #2	WRECKED & RUNNING MOTORCYCLES	SACRAMENTO	95841	I	I					
5780 AUBURN BLVD STE B	ALL AWARDS	SACRAMENTO	95841	I	A					
5780 AUBURN BLVD	BRAKE MASTERS #131	SACRAMENTO	95841	I	I					
5800 AUBURN BLVD STE 6	CIRCLE M AUTOMOTIVE	SACRAMENTO	95841	I	I					
5810 AUBURN BLVD	BRAKE MASTERS #131	SACRAMENTO	95841	A	A					
5820 AUBURN BLVD	AUTO ZONE #2895	SACRAMENTO	95841	A	A					
5847 AUBURN BLVD STE 1	FOX AUTOMOTIVE	SACRAMENTO	95841	A	A					
5851 AUBURN BLVD	VICE'S COLLISION REPAIR II, INC	SACRAMENTO	95841	I	A					
5900 AUBURN BLVD	AUBURN AUTOMOTIVE & MUFFLER	CITRUS HEIGHTS	95621	I	I					
5910 AUBURN BLVD STE 11	LIGHT BULBS PLUS	CITRUS HEIGHTS	95621		I					
5910 AUBURN BLVD 12	ABC PRINTING	CITRUS HEIGHTS	95621		I					
5912 AUBURN BLVD STE A	ALCO STEEL FABRICATION	CITRUS HEIGHTS	95621	A	I					
5912 AUBURN BLVD STE D	SB AUTOBODY	CITRUS HEIGHTS	95621		A					
5916 AUBURN BLVD	LITTLE'S AUTOMOTIVE	CITRUS HEIGHTS	95621	A	A					
5933 AUBURN BLVD	UNITED AUTO BODY SHOP	CITRUS HEIGHTS	95621	I	A					
5948 AUBURN BLVD A	SPICER PAINTS	CITRUS HEIGHTS	95621	I						
5948 AUBURN BLVD	MEINEKE DISCOUNT MUFFLERS	CITRUS HEIGHTS	95621	I	I					
5948 AUBURN BLVD	BOB'S AMERICAN MOTORCYCLE	CITRUS HEIGHTS	95621	I	I					
5948 AUBURN BLVD STE M	AAMCO 22261	CITRUS HEIGHTS	95621	A	A					
6000 AUBURN BLVD	AT&T MOBILITY - FOOTHILL FARMS (9683	CITRUS HEIGHTS	95621	A						
6000 AUBURN BLVD	SPRINT CELL SITE FN04XC038	CITRUS HEIGHTS	95621	A						
6001 AUBURN BLVD STE 100	MAC'S DISTRIBUTING CO	CITRUS HEIGHTS	95621	I						
6005 AUBURN BLVD STE 110	SUICYCLE XTREME	CITRUS HEIGHTS	95621	A	A					
6009 AUBURN BLVD 120	STEVEN C HAMMER DC INC	CITRUS HEIGHTS	95621		I					

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6009 AUBURN BLVD 140	NUTTER PRINTING	CITRUS HEIGHTS	95621		I					
6019 AUBURN BLVD	K W INDUSTRIES	CITRUS HEIGHTS	95621	I						
6145 AUBURN BLVD	CAPITAL CITY XPRESS, INC	CITRUS HEIGHTS	95621	A	A					
6151 AUBURN BLVD	MAITA HONDA	CITRUS HEIGHTS	95621	A	A					
6159 AUBURN BLVD	LINE-X	CITRUS HEIGHTS	95621	I						
6161 AUBURN BLVD	BOB'S AMERICAN MOTORCYCLE	CITRUS HEIGHTS	95621	I	I					
6170 AUBURN BLVD STE A	7-ELEVEN #24815	CITRUS HEIGHTS	95621	A	A	A				3
6175 AUBURN BLVD	CAPITAL TRANSMISSION	CITRUS HEIGHTS	95621	I	I					
6325 AUBURN BLVD	A & A STEPPING STONE	CITRUS HEIGHTS	95621	A	A					
6341 AUBURN BLVD STE B	BLUE RIVER DIGITAL INC	CITRUS HEIGHTS	95621		I					
6449 AUBURN BLVD	CA AMERICAN WATER-AUBURN WELL	CITRUS HEIGHTS	95621	A					I	
6661 AUBURN BLVD	RITE AID #6049	CITRUS HEIGHTS	95621	I	A					
6700 AUBURN BLVD	VERIZON WIRELESS - CROSSWOODS PA	CITRUS HEIGHTS	95621	A						
6701 AUBURN BLVD	7-ELEVEN #22979	CITRUS HEIGHTS	95621	A	A	A				2
6717 AUBURN BLVD STE B	DIAMOND DIAGNOSTICS & REPAIR	CITRUS HEIGHTS	95621	A	A					
6717 AUBURN BLVD	DUPLICATE - SEE FA0008473	CITRUS HEIGHTS	95621	I	I					
6717 AUBURN BLVD	Q-LUBE	CITRUS HEIGHTS	95621	I	I					
7000 AUBURN BLVD	COSTCO WHOLESALE #771	CITRUS HEIGHTS	95621	A	A	A				3
7010 AUBURN BLVD	WAL-MART SUPERCENTER #3712	CITRUS HEIGHTS	95621	A	A					
7200 AUBURN BLVD	SYLVAN SUPPLY	CITRUS HEIGHTS	95610	A						
7208 AUBURN BLVD	QUALITY ALIGNMENT 'N' BRAKES	CITRUS HEIGHTS	95610	I	A					
7234 AUBURN BLVD	T-MOBILE USA (SCO6080A)	CITRUS HEIGHTS	95610	A						
7238 AUBURN BLVD	AT&T MOBILITY - CITRUS HEIGHTS 1 AUE	CITRUS HEIGHTS	95610	A						
7238 AUBURN BLVD	CITRUS HEIGHTS MOWER SHOP	CITRUS HEIGHTS	95610	A	A					
7264 AUBURN BLVD	CAPITOL MECHANICAL, INC	CITRUS HEIGHTS	95610	A						
7366 AUBURN BLVD STE 3	DUNCAN'S AUTOMOTIVE, INC	CITRUS HEIGHTS	95610	A	A					
7376 AUBURN BLVD	PLANET SUPERBIKE	CITRUS HEIGHTS	95610		I					
7401 AUBURN BLVD	SYLVAN CEMETARY DISTRICT	CITRUS HEIGHTS	95610		I					
7441 AUBURN BLVD STE A	S&S TIRE	CITRUS HEIGHTS	95610	I	I					
7441 AUBURN BLVD B	ACE TIRE AND WHEEL	CITRUS HEIGHTS	95610		I					
7448 AUBURN BLVD	ABA DABA RENTALS, INC	CITRUS HEIGHTS	95621	A	A					
7500 AUBURN BLVD	AUBURN GAS	CITRUS HEIGHTS	95610	A	A	A				4
7501 AUBURN BLVD	BARGAIN SMART	CITRUS HEIGHTS	95610	I						
7549 AUBURN BLVD	WALT'S AUTO SERVICE	CITRUS HEIGHTS	95621	A	A					
7553 AUBURN BLVD, #1/2	J R PIERCE PLUMBING CO	CITRUS HEIGHTS	95610	I	I	I				
7553 AUBURN BLVD	WCM SPORTSBIKE SPECIALIST	CITRUS HEIGHTS	95610		I					
7601 AUBURN BLVD	INDIAN MOTORCYCLES	CITRUS HEIGHTS	95610	A	A					
7621 AUBURN BLVD	NOR CAL AUTO BODY	CITRUS HEIGHTS	95610		A					
7700 AUBURN BLVD	LART'S CHEVRON/CHEVRON #92174	CITRUS HEIGHTS	95610	A	A	A				4
7717 AUBURN BLVD	RED-D TRANSMISSION	CITRUS HEIGHTS	95610	A	A					
7741 AUBURN BLVD	ALAG GAS & FOOD MART	CITRUS HEIGHTS	95610	A	A	A				3
7741 AUBURN BLVD	PROPEL FUELS ALAG GAS & FOOD MAR1	CITRUS HEIGHTS	95610	A	A	A				2
7770 AUBURN BLVD	US GAS	CITRUS HEIGHTS	95610	I	I	I				4

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7800 AUBURN BLVD	DISCOUNT TIRE & AUTO REPAIR	CITRUS HEIGHTS	95610	I	A					
7812 AUBURN BLVD	C & C MARINE	CITRUS HEIGHTS	95610	A	A					
7920 AUBURN BLVD	VISTA AUTO BODY	CITRUS HEIGHTS	95610	I	A					
7920 AUBURN BLVD	J & A STEAM CLEANING	CITRUS HEIGHTS	95610	A	A					
7932 AUBURN BLVD	WEST COAST MUFFLER	CITRUS HEIGHTS	95610	A	A					
7944 AUBURN BLVD	WESTERN PRINTING	CITRUS HEIGHTS	95610		I					
8104 AUBURN BLVD	PARADISE CLEANERS	CITRUS HEIGHTS	95610	I	A					
8113 AUBURN BLVD	WAREHOUSE PAINT	CITRUS HEIGHTS	95610	I	I					
8124 AUBURN BLVD	LES SCHWAB TIRE CENTER #627	CITRUS HEIGHTS	95610	A	A					
8129 AUBURN BLVD	AUTO ZONE #5587	CITRUS HEIGHTS	95610	A	A					
8200 AUBURN BLVD	RIEBES AUTO PARTS - CITRUS HEIGHTS	CITRUS HEIGHTS	95610	I	A					
8201 AUBURN BLVD	CITRUS HEIGHTS MOTORSPORTS	CITRUS HEIGHTS	95610	I	I					
8215 AUBURN BLVD STE A	HENRY'S AUTO REPAIR	CITRUS HEIGHTS	95610	A	A					
8223 AUBURN BLVD	TOWER MART #77	CITRUS HEIGHTS	95610	A	A	A				3
8244 AUBURN BLVD	MINDY'S MARKET	CITRUS HEIGHTS	95610	A	A	A				3
8332 AUBURN BLVD	CREATIVE COPY	CITRUS HEIGHTS	95610		I					
8420 AUBURN BLVD	S & R DO IT RIGHT AUTO	CITRUS HEIGHTS	95610	A	A					
8421 AUBURN BLVD, #105	AUBURN OAKS CHIROPRACTIC	CITRUS HEIGHTS	95610		I					
8421 AUBURN BLVD	MEDCLINIC	CITRUS HEIGHTS	95610		I					
8424 AUBURN BLVD	DUPLICATE - SEE FA0018229	CITRUS HEIGHTS	95610	I	I					
8424 AUBURN BLVD	GOODYEAR AUTO SERVICE CENTER #92	CITRUS HEIGHTS	95610	I	I					
8432 AUBURN BLVD	CITRUS HEIGHTS BODY SHOP	CITRUS HEIGHTS	95610	I	A					
8436 AUBURN BLVD	ECONOMY GARAGE	CITRUS HEIGHTS	95610	I	I					
8446 AUBURN BLVD	AKZO NOBEL PAINTS, LLC	CITRUS HEIGHTS	95610	I						
8475 AUBURN BLVD	HARRIS INDUSTRIAL GASES, INC	CITRUS HEIGHTS	95610	A						
8475 AUBURN BLVD	VERIZON WIRELESS - FELIPES	CITRUS HEIGHTS	95610	A						
8481 AUBURN BLVD	SMART & FINAL #407	CITRUS HEIGHTS	95610	I						
8501 AUBURN BLVD	K-MART #3376 [HM]	CITRUS HEIGHTS	95610	A	A					
8501 AUBURN BLVD	PENSKE AUTO CENTER #3376	CITRUS HEIGHTS	95610	I	I					
AUBURN BLVD	SSW DISTRICT AUBURN/NORRIS WELL 3:	SACRAMENTO	95821	A						
9611 AUTO CENTER DR	ELK GROVE AUTO MALL SHELL	ELK GROVE	95758	A	A	A				3
9611 AUTO CENTER DR	JIFFY LUBE #3142	ELK GROVE	95757	A	A					
9645 AUTO CENTER DR	ELK GROVE FORD	ELK GROVE	95757	A	A					
9650 AUTO CENTER DR	MAITA CHEVROLET - GEO	ELK GROVE	95758	A	A					
12530 AUTO MALL CIR	HYUNDAI OF FOLSOM	FOLSOM	95630	A	A					
12565 AUTO MALL CIR	PEOPLE'S FOLSOM LAKE HYUNDAI	FOLSOM	95630	I	I					
12610 AUTO MALL CIR	FUTURE NISSAN OF FOLSOM	FOLSOM	95630	A	A					
12640 AUTO MALL CIR	FOLSOM BUICK GMC	FOLSOM	95630	A	A					
12655 AUTO MALL CIR	FOLSOM CHEVROLET	FOLSOM	95630	A	A					
12505 AUTO MALL PKWY	FOLSOM LAKE HONDA	RANCHO CORDOVA	95742	A	A					
3 AUTO PLAZA DR B	WEST COAST CORRECT CRAFT	FOLSOM	95630		I			I		
2458 AVALON DR	FASHION CLEANERS	SACRAMENTO	95864	I	I					
6658 AVIATION DR	INT'L AIRPORT PARKS MAINTENANCE	SACRAMENTO	95837	A						

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1820 AVONDALE AVE STE 1	ANTHONY A DIGIORNO DDS	SACRAMENTO	95825		I					
1820 AVONDALE AVE, #D	DOUGLAS H YEE DDS	SACRAMENTO	95825		I					
1832 AVONDALE AVE, #1	MICHAEL S BOYCE DDS	SACRAMENTO	95825		I					
1832 AVONDALE AVE 4	PAUL A SIMON DDS INC	SACRAMENTO	95825		I					
1840 AVONDALE AVE, #2	FERDINAND R TUNGOL DDS	SACRAMENTO	95825		I					
1840 AVONDALE AVE 4	RUSSELL HIRANO DDS	SACRAMENTO	95825		I					
1870 AVONDALE AVE, #2	WARREN WASSOM DDS	SACRAMENTO	95825		I					
1870 AVONDALE AVE 3	BLAINE D SYMONS DDS	SACRAMENTO	95825		I					
1870 AVONDALE AVE, #5	RONALD R LARSEN DDS	SACRAMENTO	95825		I					
7115 BACCHINI AVE	CAL TRADE WELDING SCHOOL	SACRAMENTO	95828	I						
4785 BAILEY LOOP	MCCLELLAN JET SERVICES LLC	MCCLELLAN	95652	I	I	I				4
4791 BAILEY LOOP	PACIFIC PAVEMENT	MCCLELLAN	95652	I						
4809 BAILEY LOOP STE H-375	AERO UNION CORP	MCCLELLAN	95652	A	A					
4923 BAILEY LOOP	MCCLELLAN BUSINESS PARK MASTER A	MCCLELLAN	95652	A	I					
4933 BAILEY LOOP	CALSTAR	MCCLELLAN	95652	A	A					
5000 BAILEY LOOP	WEATHERLY AIRCRAFT CO	MCCLELLAN	95652	I	I					
5112 BAILEY LOOP	HAMILTON-CLARKE INDUSTRIES INC	MCCLELLAN	95652	I	I					
4917 BAILY LOOP STE 300	FLIGHT OPTIONS LLC	MCCLELLAN	95652	I	I					
3848 BAINBRIDGE DR REAR	SSW DISTRICT WELL 59A BAINBRIDGE/H	NORTH HIGHLANDS	95660	A						
3501 BAJAMONT WAY	CWD - WATER TREATMENT PLANT	CARMICHAEL	95608	A	A					
3501 BAJAMONT WAY	DUPLICATE - SEE FA0001751	CARMICHAEL	95608	I	I					
3511 BAJAMONT WAY	DUPLICATE - SEE FA0001751	CARMICHAEL	95608	I						
7100 BALDWIN DAM RD	VERIZON WIRELESS - FOLSOM	FOLSOM	95630	A						
5467 BALLANTINE ST STE 1	JAY'S MOBILE WELDING & FABRICATING	SACRAMENTO	95826	A						
5467 BALLANTINE ST STE 7	WHITE KNIGHTS FENCE INC	SACRAMENTO	95826	I	I					
5509 BALLANTINE ST 1	FIVE STAR PERFORMANCE INSULATION	SACRAMENTO	95826	I	I					
5509 BALLANTINE ST STE 6	ALLAN SHAW RESTORATIONS	SACRAMENTO	95826		I					
5509 BALLANTINE ST STE 8	ADVANCE DISABLED ACCESS SPECIALT	SACRAMENTO	95826	I						
3917 BALLARD DR	SPECTRUM INTERNATIONAL	CARMICHAEL	95608	I	I					
3330 BALMORAL DR	SSW BALMORAL/YORKTOWN WELL #19	SACRAMENTO	95821	I						
3332 BALMORAL DR	SANA S KOTHARI DDS	SACRAMENTO	95821		I					
3800 BANNISTER RD	SASD BANNISTER PUMP STN (S066)	FAIR OAKS	95628	A						
216 BANNON ST	AT & T MOBILITY - I-5 & BERGUT	SACRAMENTO	95811	I						
455 BANNON ST	MATHESON POSTAL SERVICES, INC	SACRAMENTO	95811	A	A	I				2
471 BANNON ST	SCHETTER ELECTRIC, INC	SACRAMENTO	95811	A	A	A				1
10698 W BARBER RD	AT&T MOBILITY-WALNUT GR 14406	WALNUT GROVE	95690	I						
4243 BARRETT RD STE B	CWD - BARRETT SCHOOL WELL	CARMICHAEL	95608	A						
4441 BARRETT RD	CWD - BARRETT ROAD WELL	CARMICHAEL	95608	I						
2131 BARSTOW ST	JOHNSON INDUSTRIAL SHEET METAL, IN	SACRAMENTO	95815	A	A					
10784 BASIE WAY	GOLDEN STATE WATER CO - WELL #23	RANCHO CORDOVA	95670	A						
9461 BATEY AVE	ELK GROVE CARE & REHAB CENTER	ELK GROVE	95624	A						
4690 BAYOU WAY	AT & T MOBILITY - AIRPORT BAYOU	SACRAMENTO	95835	I						
5036 BAYOU WAY	INT'L AIRPORT - WATER TANK SITE	SACRAMENTO	95837	A						

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4565 W BAYOU RD	MSA: METRO AIR PARK STORM DRAIN PI	SACRAMENTO	95835	A						
9560 BAYPOINT WAY	MSA: EAST PARK WTP (WF03)	ELK GROVE	95624	A						
3841 BAZLEY WAY	CDF - BLDG 7040 & 7015	MATHER AFB	95655	I	I					
3846 BAZLEY WAY	SHERIFF DEPT AIR OPER BUREAU	MATHER	95655	A	A					
3868 BAZLEY WAY 7040	UNION FLIGHTS	MATHER	95655	I	I					
631 N B ST	DGS/BMP CORP - SERVICE YARD	SACRAMENTO	95811	A						
721 N B ST STE 5	SZEREMI SWEEPING SERVICE, LLC	SACRAMENTO	95811-0332	A	A					
721 N B ST	RIVER CITY WASTE RECYCLERS	SACRAMENTO	95811	A	A					
901 N B ST STE C	GOLD STAR INSULATION, LP	SACRAMENTO	95811	I						
915 N B ST	APPLIANCE DISTRIBUTION INC	SACRAMENTO	95811	A	A					
1005 N B ST	LEVEL 3 COMMUNICATIONS LLC	SACRAMENTO	95811	A						
1103 N B ST	BROWNIE'S BLUEPRINT CO INC	SACRAMENTO	95811		I			I		
1103 N B ST STE F	SUTTER PRINTING COMPANY	SACRAMENTO	95811	A	A					
1330 N B ST	GENERAL PRODUCE COMPANY LTD	SACRAMENTO	95811	A	A					
1405 N B ST	CHASE TIRE & BRAKE	SACRAMENTO	95811	I	I					
2001 N B ST BLDG K	MCI DBA VERIZON BUSINESS	SACRAMENTO	95814	A						
103 B ST	CALIFORNIA-AMERICAN WATER CO	ISLETON	95641	I					I	
611 B ST	M A SANDBERG DC	GALT	95632		I					
2809 B ST	CALTRANS - SACTO BRIDGE YARD	SACRAMENTO	95819	A	A					
2814 B ST	STATE MILITARY LOGISTICS FACILITY (C.	SACRAMENTO	95816	A	A					
6550 BEALLEAU WOOD LN	T-MOBILE WEST CORP (SC06939A)	SACRAMENTO	95822	I						
10740 BEAR HOLLOW DR	SASD BEAR HOLLOW PUMP STN (S128)	RANCHO CORDOVA	95670	A						
BEAR HOLLOW DR	MSA: BEAR HOLLOW STORM DRAIN PUM	RANCHO CORDOVA	95655	A						
9203 BEATTY DR	WEST COAST GAS INC	SACRAMENTO	95826	I	I					
9210 BEATTY DR	SHEPHARD MECHANICAL CONTRACTOR	SACRAMENTO	95826	A	A					
9229 BEATTY DR STE B	GEOLOG INC	SACRAMENTO	95826	A						
9229 BEATTY DR	THE NICEWONGER CO	SACRAMENTO	95826	I	I					
9265 BEATTY DR	AHRENS LANDSCAPE	SACRAMENTO	95826	I	I					
9276 BEATTY DR STE 101	HARELSON MECHANICAL INC	SACRAMENTO	95826	A	I					
9290 BEATTY DR	ACCO ENGINEERED SYSTEMS INC	SACRAMENTO	95826	A	A					
1019 BEAVER PARK WAY	GALT JOINT UNION SCHOOL DISTRICT	GALT	95632	A	A					
6819 BEECH AVE	A CUT ABOVE LANDSCAPE	ORANGEVALE	95662		I					
350 BELL AVE	SACRAMENTO CITY WELL #134	SACRAMENTO	95838	A					A	
716 BELL AVE	A & M DISMANTLING, INC	SACRAMENTO	95838	A	A					
1425 BELL AVE	CAPITOL CITY PAINTING INC	SACRAMENTO	95838	I	I					
1595 BELL AVE	ARCO/ROSE MINIMART	SACRAMENTO	95838	A	A	A				3
1650 BELL AVE STE 100	MAD DOG EXPRESS INC	SACRAMENTO	95838	I	I					
1650 BELL AVE STE 120	ODELL'S PUMP & MOTOR SERVICE	SACRAMENTO	95838	A	A					
1650 BELL AVE 140	O'DELL'S PUMP & MOTOR INC	SACRAMENTO	95838	I	I					
1751 BELL AVE	CASE POWER & EQUIPMENT	SACRAMENTO	95838	A	A					
1851 BELL AVE	INTERMOUNTAIN SLURRY SEAL, INC	SACRAMENTO	95838	A	A					
1951 BELL AVE	SENIOR GLEANERS, INC	SACRAMENTO	95838	A	I					
2150 BELL AVE	VERIZON WIRELESS - DEL PASO	SACRAMENTO	95838	A						

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				BP	WG	UST	AST	TIER	CalARP	
2160 BELL AVE STE C	DAVE ROSE AUTO/RV REPAIR INC	SACRAMENTO	95838	I	I					
2160 BELL AVE	AUTOBODY WORKSHOP, INC	SACRAMENTO	95838		A					
2336 BELL AVE	BANCO LLC	SACRAMENTO	95838		I					
1723 BELL ST	TIDY CAR	SACRAMENTO	95825		I					
1825 BELL ST STE 100	J B COMPANY	SACRAMENTO	95825	I	I					
2851 BELL ST	SSW DISTRICT WELL 4B MARCONI/BELL	SACRAMENTO	95821	A						
6220 BELLEAU WOOD LN STE 1	POCKET POOL & PATIO	SACRAMENTO	95822	I						
6220 BELLEAU WOOD LN STE 2	HIT 'EM HYDRAULICS	SACRAMENTO	95822	I	I					
6220 BELLEAU WOOD LN STE 5	POCKET POOL SERVICE & SUPPLY	SACRAMENTO	95822	A						
6235 BELLEAU WOOD LN	FREEMPORT POWER EQUIPMENT	SACRAMENTO	95822		I					
6260 BELLEAU WOOD LN STE 3	MERIT JANITORIAL SUPPLY	SACRAMENTO	95822	I						
6260 BELLEAU WOOD LN 4	HAUSH MODERN MILLWORK	SACRAMENTO	95822		I					
6260 BELLEAU WOOD LN STE 8	ULTRA CONCEPTS AUTOMOTIVE	SACRAMENTO	95822	A	A					
6400 BELLEAU WOOD LN	TAM FRESH CUT-PAK INC	SACRAMENTO	95822	I						
6500 BELLEAU WOOD LN	G & D ENTERPRISES	SACRAMENTO	95822	I	I					
6546 BELLEAU WOOD LN	DUANE'S BODY & PAINT, INC	SACRAMENTO	95822	A	A					
6550 BELLEAU WOOD LN	ALLIED DOORS	SACRAMENTO	95822	I						
6580 BELLEAU WOOD LN	FRANK'S QUALITY MEATS	SACRAMENTO	95822	I						
4630 BELOIT AVE STE 40	PACIFIC COAST BODY & PAINT INC	SACRAMENTO	95838		I					
4420 BELOIT DR STE 50	CALIFORNIA PAINT RECYCLING, INC	SACRAMENTO	95838	A	A					
4500 BELOIT DR STE A	SUNBURST BOTTLE CO INC	SACRAMENTO	95838	I						
4600 BELOIT DR	PLASTIC PACKAGES, INC	SACRAMENTO	95838	A	A					
4630 BELOIT DR STE 20	NEEDHAM'S ELECTRONICS INC	SACRAMENTO	95838		I					
4631 BELOIT DR	PREFERRED PUMP & EQUIPMENT LP	SACRAMENTO	95838	A						
4650 BELOIT DR	SIMPLEX GRINNELL LP	SACRAMENTO	95838	A	A					
4750 BELOIT DR	CLARK PEST CONTROL	SACRAMENTO	95838	A	A					
8161 BELVEDERE AVE STE A	IPC CONSULTING INC	SACRAMENTO	95826	I	I					
8161 BELVEDERE AVE STE B	THE CRAZY RED ITALIAN	SACRAMENTO	95826		A					
8162 BELVEDERE AVE	PROFESSIONAL KITCHEN SERVICES	SACRAMENTO	95826	I						
8164 BELVEDERE AVE	SACTO CYLINDER HEAD EXCHANGE	SACRAMENTO	95826		I					
8173 BELVEDERE AVE STE A	R S HUGHES CO, INC	SACRAMENTO	95826	I						
8173 BELVEDERE AVE STE B	SACRAMENTO CHROME & PAINT	SACRAMENTO	95826	I	I					
8178 BELVEDERE AVE, #B	H C H MACHINE SHOP	SACRAMENTO	95826		I					
8185 BELVEDERE AVE E	STRINGFELLOW FAMILY PAINTING	SACRAMENTO	95826	I						
8191 BELVEDERE AVE STE A	SHANKS EQUIPMENT SERVICE LLC	SACRAMENTO	95826	I	I					
8191 BELVEDERE AVE C	D L RICCI CORP	SACRAMENTO	95826	I	I					
8196 BELVEDERE AVE STE 130	CRAFTSMAN	SACRAMENTO	95826	A	A					
8220 BELVEDERE AVE C	SIGMA MEDICAL IMAGING INC	SACRAMENTO	95826	I						
8220 BELVEDERE AVE STE H	HARLOW HVAC RECOVERY	SACRAMENTO	95826		I					
8230 BELVEDERE AVE B	ENDLESS POSSIBILI TEES	SACRAMENTO	95826		I					
8230 BELVEDERE AVE B	SIGN UP	SACRAMENTO	95826		I					
8230 BELVEDERE AVE, #C,D	SKINCEPT INTERNAT'L MKTG CO	SACRAMENTO	95826	I	I					
8230 BELVEDERE AVE STE E	SIERRA GLASS BLOCK	SACRAMENTO	95826	A						

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				BP	WG	UST	AST	TIER	CalARP	
8233 BELVEDERE AVE	G I TRUCKING COMPANY	SACRAMENTO	95826	I	I	I				1
8250 BELVEDERE AVE	UNIVERSITY IMPORTS	SACRAMENTO	95826		I					
8255 BELVEDERE AVE	BERKE DOOR & HARDWARE INC	SACRAMENTO	95826	I	I					
8265 BELVEDERE AVE	SUNSHINE STEEL ENTERPRISES CORPO	SACRAMENTO	95826	A	I					
8270 BELVEDERE AVE STE 100	AGS TILE & STONE	SACRAMENTO	95826	I	I					
8270 BELVEDERE AVE STE 110	AGS TILE & STONE	SACRAMENTO	95826	A						
8270 BELVEDERE AVE STE 120	GEOLOG INC	SACRAMENTO	95826	I	I					
8270 BELVEDERE AVE STE 140	AMERICAN CHILLER SERVICE INC	SACRAMENTO	95826	I	I					
8270 BELVEDERE AVE STE 140	FABRICATION UNLIMITED LLC	SACRAMENTO	95826	I						
8290 BELVEDERE AVE 100	SURTEC INC	SACRAMENTO	95826	I						
8290 BELVEDERE AVE STE 110	CRAM-A-LOT	SACRAMENTO	95826	A	A					
8301 BELVEDERE AVE STE 100	DELTA BREEZE MARINE SERVICE	SACRAMENTO	95826	I	A					
8301 BELVEDERE AVE	CTS	SACRAMENTO	95826	I	I					
8310 BELVEDERE AVE	CAPITOL ARCHITECTURAL PRODUCTS	SACRAMENTO	95826	A	I					
8330 BELVEDERE AVE	D M FIGLEY CO, INC	SACRAMENTO	95826	A						
8340 BELVEDERE AVE	HP HOOD LLC	SACRAMENTO	95826	A	A				A	
8340 BELVEDERE AVE	FOSTER FARMS DAIRY	SACRAMENTO	95826-5902	A	A				A	
8360 BELVEDERE AVE	SUTTERCHS LAUNDRY SERVICES	SACRAMENTO	95826	I	I					
8360 BELVEDERE AVE	ANGELICA	SACRAMENTO	95826	A	A					
8425 BELVEDERE AVE STE 100	SAWBRIDGE ENGINEERED SURFACES	SACRAMENTO	95826	A						
8425 BELVEDERE AVE STE 200	CONTINENTAL HARDWOOD COMPANY	SACRAMENTO	95826	I						
8440 BELVEDERE AVE STE 7	RJA HEATING & AIR, INC	SACRAMENTO	95826	I						
8440 BELVEDERE AVE A	CIRCLE E PUMP SYSTEMS	SACRAMENTO	95826		I					
8440 BELVEDERE AVE C	TIPCO	SACRAMENTO	95826	I	I					
8440 BELVEDERE AVE STE C	FAIRCHILD MFG CORP	SACRAMENTO	95826	I						
8450 BELVEDERE AVE STE A	IRON MOUNTAIN RECORDS MGMT	SACRAMENTO	95826	I	I					
8460 BELVEDERE AVE STE G	SCHATZ & KRUM	SACRAMENTO	95826	A	A					
8470 BELVEDERE AVE C	UNARCO	SACRAMENTO	95826	I	I					
8167-C BELVEDERE AVE	AMOS	SACRAMENTO	95826	I						
8185-A BELVEDERE AVE	DICK'S QUALITY HEATING & A/C	SACRAMENTO	95826	I						
9277 BENDEL PL STE 220	YOUR WAY FUMIGATION, INC	ELK GROVE	95624	A						
9277 BENDEL PL STE 230	FINISH LINE SMOG	ELK GROVE	95624	I						
9291 BENDEL PL STE 120	AUTO START	ELK GROVE	95624	A	A					
9291 BENDEL PL STE 130	ADVANCE IMPORT AUTO	ELK GROVE	95624	A	A					
9291 BENDEL PL STE 150	MINUTEMAN PRESS	ELK GROVE	95624	I	I					
2183 BENITA DR	PRECISION MARINE	RANCHO CORDOVA	95670	A	A					
101 BERCUT DR	CITY OF SACRAMENTO	SACRAMENTO	95811							
111 BERCUT DR	CROCKER ART MUSEUM ADMINISTRATIC	SACRAMENTO	95811	I		I				1
111 BERCUT DR	PUBLIC SAFETY COMMUNICATIONS OFFI	SACRAMENTO	95811	A	I					
111 BERCUT DR	VERIZON WIRELESS - SAC RAILYARDS	SACRAMENTO	95814	A						
501 BERCUT DR	SACTO RIVER WATER TREATMENT PLAN	SACRAMENTO	95811	I					I	
601 BERCUT DR	FERRARI COLOR INC	SACRAMENTO	95811	I	I			I		
7305 BERMUDA CT	RANCHO MURIETA CSD: CREST LIFT STN	RANCHO MURIETA	95683	A						

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8120 BERRY AVE STE C	R S HUGHES CO, INC	SACRAMENTO	95828	A						
8130 BERRY AVE STE 110	JAX LUBRICANTS, INC	SACRAMENTO	95828	A						
8200 BERRY AVE 130	ALL WASTE SYSTEM INC	SACRAMENTO	95828	I	I					
8200 BERRY AVE STE 160	RUSSO BROTHERS TRANSPORT, INC	SACRAMENTO	95828	A	A					
8200 BERRY AVE STE 180	MATTLE'S WELDING, INC	SACRAMENTO	95828	A						
8210 BERRY AVE 130	ILLINOIS TOOL WORKS-BUILDEX	SACRAMENTO	95828	I	I					
8210 BERRY AVE 160	D M FIGLEY CO INC	SACRAMENTO	95828	I						
8210 BERRY AVE STE 180	SEFNCO	SACRAMENTO	95828	I						
8260 BERRY AVE	GOLDEN WEST PALLET	SACRAMENTO	95828	I						
8260 BERRY AVE	SIERRA WASTE RECYCLING & TRANSFER	SACRAMENTO	95828	A	A					
8272 BERRY AVE	A & A CONCRETE SUPPLY INC	SACRAMENTO	95828	A	A					
8980 BERTWIN WAY	T-MOBILE WEST CORP (SC06086A)	ELK GROVE	95758	I						
BETA/DOUGLAS RD	THE BOEING CO	RANCHO CORDOVA	95742	A						
8010 BETTY LOU DR	PK AUTOMATE INC	SACRAMENTO	95828		I					
14440 BEVAN ST	MIKE SHERIDAN FARM	SLOUGHHOUSE	95683	I						
49 BICENTENNIAL CIR	CALIF STATE AUTOMOBILE ASSOC	SACRAMENTO	95826	I	I					
301 BICENTENNIAL CIR	CAROL MILLER JUSTICE CENTER	SACRAMENTO	95826	A	A					
711 E BIDWELL 13	ONE HOUR MOTO PHOTO	FOLSOM	95630		I			I		
301 E BIDWELL ST	FOLSOM EXPRESS	FOLSOM	95630	A	A	A				3
306 E BIDWELL ST	SHERWIN-WILLIAMS STORE #8146	FOLSOM	95630	A	A					
316 E BIDWELL ST	FOLSOM CLEANERS	FOLSOM	95630		A					
318 E BIDWELL ST	SILVERADO CLEANERS	FOLSOM	95630	A	A					
404 E BIDWELL ST	INDIA BAZAR	FOLSOM	95630	I						
420 E BIDWELL ST	TILE OUTLET	FOLSOM	95630	I						
500 E BIDWELL ST	VCS #3	FOLSOM	95630	A	A	A				2
516 E BIDWELL ST	FOLSOM OK TIRE STORES, INC	FOLSOM	95630	A	A					
526 E BIDWELL ST	RITE AID #6266	FOLSOM	95630	I	A					
616 E BIDWELL ST	FOLSOM LUMBER & BLDG SUPPLY	FOLSOM	95630	I						
639 E BIDWELL ST	AMERICAN CLEANERS	FOLSOM	95630		A					
671 E BIDWELL ST	GROCERY OUTLET OF FOLSOM	FOLSOM	95630	I						
700 E BIDWELL ST	DISCOUNT FOOD & LIQUOR	FOLSOM	95630	A	A	A				4
705 E BIDWELL ST, #12	MALABAR INDIAN STORE	FOLSOM	95630		I					
705 E BIDWELL ST STE 1	PARK PLACE CLEANERS	FOLSOM	95630	A	A					
705 -2 E BIDWELL ST 231	UNION 76	FOLSOM	95630	I	I					
709 E BIDWELL ST	JIFFY LUBE #1142	FOLSOM	95630	A	A					
715 E BIDWELL ST	RALEY'S SUPERMARKET #409	FOLSOM	95630	I	I					
750 E BIDWELL ST	LES SCHWAB TIRE CENTER #629	FOLSOM	95630	A	A					
800 E BIDWELL ST	LOWE'S OF FOLSOM, CA #1087	FOLSOM	95630	A	A					
905 E BIDWELL ST	ORCHARD SUPPLY HARDWARE #91	FOLSOM	95630	A	A					
1001 E BIDWELL ST, #101	EXPRESSIONS IN DENTISTRY	FOLSOM	95630		I					
1001 E BIDWELL ST 103	BENEVENTO CHIROPRACTIC	FOLSOM	95630		I					
1003 E BIDWELL ST	SAVE MART SUPERMARKET #607	FOLSOM	95630	I	A					
1005 E BIDWELL ST	CVS/PHARMACY #9923	FOLSOM	95630	I	I					

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1010 E BIDWELL ST	MERVYN'S #320	FOLSOM	95630	I						
1011 E BIDWELL ST 119	HANCOCK POOL SERVICE & SUPPLY	FOLSOM	95630	I						
1011 E BIDWELL ST STE 120	WILLOW CREEK CLEANERS	FOLSOM	95630	I	A					
1011 E BIDWELL ST	SOUTHERN AUTO SUPPLY	FOLSOM	95630	I						
1024 E BIDWELL ST	BLUE RAVINE 76 #2611170	FOLSOM	95630	A	A	A				3
1300 E BIDWELL ST STE 125	FAST SIGNS	FOLSOM	95630		I					
2304 E BIDWELL ST	EXPRESSIONS IN DENTISTRY	FOLSOM	95630		I					
2370 E BIDWELL ST STE 120	OLSON FAMILY PRACTICE	FOLSOM	95630		I					
2479 E BIDWELL ST	VERIZON WIRELESS - BIDWELL	FOLSOM	95630	A						
2575 E BIDWELL ST STE 150	FULL THROTTLE FITNESS	FOLSOM	95630	I						
2595 E BIDWELL ST	WALGREENS #09048	FOLSOM	95630	A	A					
2675 E BIDWELL ST	HOME DEPOT #6675	FOLSOM	95630	A	A					
2715 E BIDWELL ST	MICHAELS	FOLSOM	95630	I	A					
2760 E BIDWELL ST	BEL AIR #524	FOLSOM	95630	I						
2761 E BIDWELL ST STE 400	PREMIER POOL-SPA-PATIO	FOLSOM	95630	I						
2770 E BIDWELL ST STE 200	RITZ CAMERA	FOLSOM	95630		I					
2789 E BIDWELL ST	CHEVRON STATION #209216	FOLSOM	95630	A	A	A				2
2790 E BIDWELL ST	CVS/PHARMACY #3950	FOLSOM	95630	I	A					
E BIDWELL ST	PG & E GOLD HILL SUBSTATION	FOLSOM	95630	A	I					
703 BIDWELL ST STE A	FOLSOM MOTOR WORKS	FOLSOM	95630	A	A					
915 BIDWELL ST	FOLSOM AUTOMOTIVE CENTER, INC	FOLSOM	95630	A	A					
1214 BIDWELL ST	AT & T CORP	FOLSOM	95630	A						
7012 BIG HORN BLVD	COSUMNES COMMUNITY SVCS DISTRICT	ELK GROVE	95758	A	A					
9201 BIG HORN BLVD	KAISER PERMANENTE - ELK GROVE MED	ELK GROVE	95758	A	I					
9412 BIG HORN BLVD	ALL DATA/AUTOZONE	ELK GROVE	95758	I						
6304 BILBY RD	PETER & MARY SAUNDERS	ELK GROVE	95757	I	I					
6714 BILBY RD	MACHADO RANCH	ELK GROVE	95757	I						
6120 BIRDCAGE CENTER LN	MICHAEL'S STORE 1614	CITRUS HEIGHTS	95610	I	A					
1965 BIRKMONT DR	EDUCATION SERVICES CENTER	RANCHO CORDOVA	95742	A	I					
3825 BLACKFOOT WAY	SSW DISTRICT WELL MC-C2	ANTELOPE	95843	I						
6233 BLACKTOP RD	BRASHER'S SACRAMENTO AUTO AUC	RIO LINDA	95673	A	A					
6362 BLACKTOP RD STE 2A	UNITED AUTO REPAIR	RIO LINDA	95673	I	I					
6362 BLACKTOP RD STE B	GENERATORS ETC	RIO LINDA	95673	I	I					
6362 BLACKTOP RD STE G	DONATION STATION	RIO LINDA	95673		I					
6362 BLACKTOP RD STE H	UNITED AUTO SITES INC	RIO LINDA	95673	I	I					
6362 BLACKTOP RD STE I	WAP RECOVERY INC	RIO LINDA	95673	I	I					
6400 BLACKTOP RD STE J	MERKES AUTO SERVICE	RIO LINDA	95673	I	I					
800 BLAINE AVE	VERIZON WIRELESS - GRAND AVE	SACRAMENTO	95838	A						
1453 BLAIR AVE	BLOMBERG WINDOW SYSTEMS/SAC WIN	SACRAMENTO	95822	A	A	I				1
3665 BLECKLEY ST	SECURITY NATIONAL PROPERTIES	MATHER	95655	A						
3665 BLECKLEY ST STE 100	SN SERVICING CORPORATION	MATHER	95655	I						
91 BLUE RAVINE RD	AGILENT TECHNOLOGIES, INC	FOLSOM	95630	A	A					
101 BLUE RAVINE RD	J & W SCIENTIFIC	FOLSOM	95630	I						

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120 BLUE RAVINE RD STE 1	R SQUARED CIRCUITS, INC	FOLSOM	95630	I	I			I		
140 BLUE RAVINE RD	ALTERGY SYSTEMS	FOLSOM	95630	A						
151 BLUE RAVINE RD	CALIFORNIA ISO	FOLSOM	95630	A	A	A			1	
151 BLUE RAVINE RD	AT&T MOBILITY	FOLSOM	95630	I						
180 BLUE RAVINE RD STE B	AIR TOXICS LTD	FOLSOM	95630	A	A					
181 BLUE RAVINE RD STE 120	JADOO POWER SYSTEMS, INC	FOLSOM	95630	A	A					
185 BLUE RAVINE RD STE 150	FOLSOM TIRE & AUTO	FOLSOM	95630	A	A					
187 BLUE RAVINE RD STE 100	ONE STOP CLEANERS, INC	FOLSOM	95630		A					
193 BLUE RAVINE RD STE 245	FINNELL CHIROPRACTIC CLINIC	FOLSOM	95630		I					
200 BLUE RAVINE RD	WINCO FOODS #53	FOLSOM	95630	I						
429 BLUE RAVINE RD	AUTO ZONE #5916	FOLSOM	95630	A	A					
430 BLUE RAVINE RD	TARGET STORE #T-1098 [HM]	FOLSOM	95630	A	A					
431 BLUE RAVINE RD	LESLIE'S SWIMMING POOL SUPPLIES #36	FOLSOM	95630	I						
435 BLUE RAVINE RD	KELLY-MOORE PAINT CO, INC	FOLSOM	95630	A	I					
450 BLUE RAVINE RD	VERIZON WIRELESS - BLUE RAVINE	FOLSOM	95630	A						
14355 BLUE RAVINE RD	AT&T MOBILITY - NORTH FOLSOM (15676	FOLSOM	95630	A						
14355 BLUE RAVINE RD	VERIZON WIRELESS - FOLSOM POINT	FOLSOM	95630	A						
24988 BLUE RAVINE RD STE 112	N G CLEANERS	FOLSOM	95630	A	A					
25000 BLUE RAVINE RD	FRESH AND EASY	FOLSOM	95630	I						
25004 BLUE RAVINE RD, #111	SUMMIT DENTAL	FOLSOM	95630		I					
25025 BLUE RAVINE RD	RALEY'S	FOLSOM	95630	I						
25045 BLUE RAVINE RD	RALEY'S AISLE ONE /#450	FOLSOM	95630	A	A	A			3	
1 BLUE SKY CT	THE WESTERN GROUP/NORTHERN CA	SACRAMENTO	95828	A	I					
20 BLUE SKY CT	R3 RENOVATION INC	SACRAMENTO	95828	A	A					
22 BLUE SKY CT	THRIFTY SUPPLY COMPANY	SACRAMENTO	95828	A	I					
1120 BLUMENFELD DR	HD SUPPLY WATERWORKS, LTD (CA068-	SACRAMENTO	95815	A	I					
1133 BLUMENFELD DR	EXPO AUTO BODY SHOP	SACRAMENTO	95815	I	I					
1143 BLUMENFELD DR	TEREX UTILITIES	SACRAMENTO	95815	I	I					
1200 BLUMENFELD DR STE B	SEARS #8084	SACRAMENTO	95815	A	A					
1201 BLUMENFELD DR	HDC	SACRAMENTO	95815	I						
1217 BLUMENFELD DR	BMH EQUIPMENT INC	SACRAMENTO	95815	I						
1219 BLUMENFELD DR	CAL AIR SUPPLY CO	SACRAMENTO	95815	I						
1231 BLUMENFELD DR	THE RADIATOR SHOP	SACRAMENTO	95815	I	I					
1245 BLUMENFELD DR	CALIFORNIA COACH FRAME & BODY	SACRAMENTO	95815	I	I					
1251 BLUMENFELD DR	SAC HEATING & AIR CONDITIONING INC	SACRAMENTO	95815	I						
10000 BOBBELL DR	D51 STONE LAKE STORMDRAIN PUMP ST	ELK GROVE	95757	A						
11098 BOESSON RD	PEARSON COUPE DAIRY	GALT	95632	I						
8458 BOND RD	BUBBLES CAR WASH & DETAIL	ELK GROVE	95624	A						
8501 BOND RD	CHEVRON STATION #209217	ELK GROVE	95624	A	A	A			2	
8517 BOND RD	GROCERY OUTLET OF ELK GROVE	ELK GROVE	95624	I						
8569 BOND RD STE 130	CALIFORNIA FAMILY FITNESS	ELK GROVE	95624	A						
8631 BOND RD	SACRAMENTO/YOLO MVCD	ELK GROVE	95624	A	A					
8900 BOND RD	AT & T MOBILITY - BOND ELK GROVE	ELK GROVE	95624	A						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
8900 BOND RD	T-MOBILE WEST CORP (SC06102A)	ELK GROVE	95624	I						
9250 BOND RD	ISA: SHERIFF'S SOUTH GARAGE	ELK GROVE	95624	A	A	A				2
9250 BOND RD	COUNTY OF SACRAMENTO - OCIT	ELK GROVE	95624	A						
9607 BOND RD	FIRE STATION 73	ELK GROVE	95624	A						
9607 BOND RD	T-MOBILE WEST CORP (SC15336Z)	ELK GROVE	95624	I						
9611 BOND RD	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95624	A						
BORDEN WY/HERALD RD	PACIFIC BELL TELEPHONE CO - AT&T CA	HERALD	95638	A	A					
E BORDEN RD	BOKISCH RANCHES	HERALD	95638	I						
11750 BORDEN RD	SIERRA SPRAY FOAM ROOFING	HERALD	95638	I						
14500 BORDEN RD	NESTOR ENTERPRISES	HERALD	95638	I	I					
15000 BORDEN RD	COURTLAND FARMING	HERALD	95638	I						
7171 BOWLING DR 1110	MARK W LAI MS DDS	SACRAMENTO	95823		I					
7171 BOWLING DR, #240	ROBERT L MUCKEY DDS	SACRAMENTO	95823		I					
7171 BOWLING DR 910	HARRIS CHIROPRACTIC OFFICE	SACRAMENTO	95823		I					
7172 BOWLING DR	SUPER AUTO BOWLING	SACRAMENTO	95823	A	A					
300 BOWMAN AVE	SACRAMENTO CITY WELL #159	SACRAMENTO	95833	A					A	
2555 BOXWOOD ST	SKM FRAME REPAIR	SACRAMENTO	95815	I	I					
2555 BOXWOOD ST	GRENICK	SACRAMENTO	95815	I	I					
14049 BOYS RANCH RD	SACRAMENTO COUNTY BOYS RANCH	SLOUGHHOUSE	95683	A	I	I				2
11041 BRADLEY RANCH RD	TAKEMORI FARMS	ELK GROVE	95624	I	I					
2901 BRADSHAW RD	SFPP LP BRADSHAW TERMINAL	SACRAMENTO	95827	A	A			A		
3015 BRADSHAW RD STE 1	WILLIAMS TANK LINES	SACRAMENTO	95827	A	A					
3100 BRADSHAW RD	SHELL #6698-15	SACRAMENTO	95827	I		I				0
3130 BRADSHAW RD	RACE PLACE MOTORSPORTS	SACRAMENTO	95827	A	A		I			
3130 BRADSHAW RD	AMERICAN TOWER CORP SITE #300817	SACRAMENTO	95827	I						
3150 BRADSHAW RD	AT&T MOBILITY-RIVIERA PK (9699)	SACRAMENTO	95827	A						
3150 BRADSHAW RD	JL HALEY ENTERPRISES	SACRAMENTO	95827	I	I					
3150 BRADSHAW RD	NEXTEL CELL SITE CA0233	SACRAMENTO	95827	A						
3300 BRADSHAW RD	BRADSHAW CHEVRON	SACRAMENTO	95827	A	A	A				4
3312 BRADSHAW RD	BRADSHAW 76	SACRAMENTO	95827	I	I	I				2
3333 BRADSHAW RD	PAC BELL TELEPHONE CO - AT&T CALIF	SACRAMENTO	95827	A	A	A				1
3333 BRADSHAW RD	T-MOBILE WEST CORP (SC06031A)	SACRAMENTO	95827	I						
3547 BRADSHAW RD	FOOD SOURCE #704	RANCHO CORDOVA	95827	I						
3591 BRADSHAW RD	BRADSHAW SHELL	SACRAMENTO	95827	A	A	A				3
3591 BRADSHAW RD	BRADSHAW SHELL	SACRAMENTO	95827							
3606 BRADSHAW RD	LES SCHWAB TIRE CENTER #626	SACRAMENTO	95827-3239	I	A					
3609 BRADSHAW RD	AUTO ZONE #5595	SACRAMENTO	95827	A	A					
3615 BRADSHAW RD	RALPH'S #966	SACRAMENTO	95827	I						
3643 BRADSHAW RD, #4A	BRADSHAW PHOTO	SACRAMENTO	95827		I			I		
3646 BRADSHAW RD	SACRAMENTO METRO FIRE STATION 62	SACRAMENTO	95827	I		I				2
3659 BRADSHAW RD	O'REILLY AUTO PARTS #2593	SACRAMENTO	95827	A	A					
3839 BRADSHAW RD	ANIMAL CARE & REGULATION	SACRAMENTO	95827	A						
4000 BRADSHAW RD	ISA: FACILITIES MANAGEMENT	SACRAMENTO	95827	A	A					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
4040 BRADSHAW RD	COUNTY OF SAC -DEPT OF PARKS/REC	SACRAMENTO	95827	A	A					
4290 BRADSHAW RD	SACRAMENTO COUNTY ANIMAL CARE &	SACRAMENTO	95827	I						
4291 BRADSHAW RD	GRANITE CONSTRUCTION CO BRADSHA'	SACRAMENTO	95827	A	A	A				2
4875 BRADSHAW RD	H. C. MUDDOX	SACRAMENTO	95827	A	A					
5280 BRADSHAW RD STE 200	WATERWORKS AQUATIC MGMT INC	SACRAMENTO	95829	I	I					
5280 BRADSHAW RD STE 400	NATURAL IMAGES	SACRAMENTO	95829	I						
5280 BRADSHAW RD	AQUARIUS POOL SERVICE	SACRAMENTO	95829	I	I					
5280 BRADSHAW RD	SACRAMENTO CONCRETE INC	SACRAMENTO	95829	I	I					
5946 BRADSHAW RD	THE ANDERSON COMPANY	SACRAMENTO	95829	I						
5954 BRADSHAW RD	FAETH AIRCRAFT PARTS	SACRAMENTO	95829		I					
5960 BRADSHAW RD	MADSEN ROOFING & WATERPROOFING,	SACRAMENTO	95829	A						
6059 BRADSHAW RD	BOB'S TRUCKING	SACRAMENTO	95829	I	I					
6790 BRADSHAW RD	KYLE'S ROCK & REDI-MIX INC	SACRAMENTO	95829	I	I		I			
6790 BRADSHAW RD	ELITE READY MIX LLC	SACRAMENTO	95829	A	A					
6901 BRADSHAW RD	VILLAGE NURSERIES	SACRAMENTO	95829	I	I					
6901 BRADSHAW RD	VILLAGE NURSERY	SACRAMENTO	95826	I						
7249 BRADSHAW RD	AT&T MOBILITY-GERBER RD (9724)	SACRAMENTO	95829	A						
7249 BRADSHAW RD	T-MOBILE WEST CORP (SC06118A)	SACRAMENTO	95829	I						
7350 BRADSHAW RD	BRADSHAW RANCH GOLF COURSE INC	SACRAMENTO	95829		I					
7596 BRADSHAW RD	B & E MARKET	SACRAMENTO	95829	A	A	A				2
7933 BRADSHAW RD	VERIZON WIRELESS - BRADSHAW VINTA	SACRAMENTO	95829	A						
9609 BRADSHAW RD	VCA BRADSHAW ANIMAL HOSPITAL	ELK GROVE	95624	A	I					
3734 BRADVIEW DR	BRICE MECHANICAL INC	SACRAMENTO	95827	I	I					
3738 BRADVIEW DR	SHUTTERS FOR OPENERS	SACRAMENTO	95827	I	I					
3742 BRADVIEW DR	KITCHEN MART, INC	SACRAMENTO	95827	A	A					
3742 BRADVIEW DR	KITCHEN MART INC	SACRAMENTO	95827	I						
3750 BRADVIEW DR	SHERIFF'S PROPERTY BUREAU	SACRAMENTO	95827		A					
3753 BRADVIEW DR	LOS RIOS COMMUNITY COLLEGE DISTRI	SACRAMENTO	95827	A	A					
3762 BRADVIEW DR	THERMCRAFT, INC	SACRAMENTO	95827	I	A					
3774 BRADVIEW DR	CRC ROOFING, INC	SACRAMENTO	95827	A	A					
3791 BRADVIEW DR	J L EQUIP INC	SACRAMENTO	95827	I	I					
3791 BRADVIEW DR	CAL SIERRA CONST, INC	SACRAMENTO	95827	A	A					
4360 BRAHMIN WAY	MSA: MATHER HOUSING WTP & ELEVATE	MATHER	95655	A					I	
4460 BRAHMIN WAY	VERIZON WIRELESS - SUPER FORTRESS	MATHER	95655	A						
3700 BRANCH CENTER RD B	SAC COUNTY- VOTER REG BLDG	SACRAMENTO	95827	I		I				1
3700 BRANCH CENTER RD	VERIZON WIRELESS - BRANCH CENTER	SACRAMENTO	95827	A						
3701 BRANCH CENTER RD	ISA: OFFICE BUILDING 3	SACRAMENTO	95827	I						
3800 BRANCH CENTER RD	SACRAMENTO COUNTY - MOTOR POOL	SACRAMENTO	95827	I		I				0
3860 BRANCH CENTER RD	SAC DOT - AUXILLARY YARD	SACRAMENTO	95827	A	A					
3990 BRANCH CENTER RD	ISA: WILLIAM K. MORGAN ASSESSMENT	SACRAMENTO	95827	A						
4000 BRANCH CENTER RD	ISA: WARREN E. THORNTON YOUTH CEN	SACRAMENTO	95827	A						
4001 BRANCH CENTER RD	ISA: FLEET SERVICES DIV BRADSHAW	SACRAMENTO	95827	A	A					
4137 BRANCH CENTER RD	AGRICULTURAL COMMISSION	SACRAMENTO	95827	I						

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2938 BRANCH ST	SACRAMENTO CITY WELL #120	SACRAMENTO	95815	A						A	
2034 BRANDING IRON CT	CITY OF FOLSOM - ZONE 6 PUMP STN	FOLSOM	95630	A							
BRANNAN ISL/S OF HWY 12	RVGU 208	RIO VISTA	94571	I							
BRANNAN ISL/S OF HWY 1	TB MASTER METER	RIO VISTA	94571	A							
BRANNAN ISLAND/E HWY 160	PG & E CALPINE 450 METERING & ODORI	ISLETON	95641	A							
BRANNAN ISLAND/HWY 12	PG & E TB 2 METERING & ODORIZING ST.	ISLETON	95641	A							
BRANNAN ISLAND/ST 160	RVGU 230 WELL SITE	ISLETON	95641	A	I						
BRANNAN ISLAND/ST 160	RVGU 154 WELL SITE	RIO VISTA	94571	A							
950 E BRANNAN ISLAND RD	VERIZON WIRELESS - BRANNAN ISLAND	ISLETON	95641	A							
BRANNAN ISLAND	RVGU 205 WELL SITE	RIO VISTA	94571	I							
BRANNAN ISLAND	RVGU 241 WELL SITE	RIO VISTA	94571	A							
140 BRANNAN ISLAND RD	WILLOW BERM MARINA	ISLETON	95641	A	A						
151 BRANNAN ISLAND RD	LIGHTHOUSE MARINA RESTAURANT & R	ISLETON	95641	A							
500 BRANNAN ISLAND RD	GLIEDT'S BOAT SHOP	ISLETON	95641	A	A						
601 BRANNAN ISLAND RD	DELTA SHORES RESORT & MARINA	ISLETON	95641	I	I						
964 BRANNAN ISLAND RD	B & W RESORT MARINA LP	ISLETON	95641	A							
BRANNAN ISLAND RD	BRANNAN ISLAND COMPRESSOR STN	RIO VISTA	95641	I	I		I				
106 W BRANNAN ISLAND RD	RIVERBOAT MARINA/DELTA BOAT WK	ISLETON	95641	A	A						
117 W BRANNAN ISLAND RD	M & M MARINE	ISLETON	95641		I						
169 W BRANNAN ISLAND RD	KORTH'S PIRATES' LAIR MARINA	ISLETON	95641	A	I						
841 W BRANNAN ISLAND RD	SPINDRIFT MARINA	ISLETON	95641	A							
1100 W BRANNAN ISLAND RD	RIVER'S EDGE MARINA & RESORT	ISLETON	95641	I							
2830 BRAVADO DR D	STRINGFIELD'S AUTO ELECTRIC	RANCHO CORDOVA	95670		I						
2830 BRAVADO DR F	JAPANESE & DOMESTIC AUTO REPAIR	RANCHO CORDOVA	95670	I	I						
6116 BRAZIL AVE	B & F DRILLING CO	ORANGEVALE	95662		I						
11319 S BRIDGE ST	GOLDEN STATE WATER CO - WELL 22 A8	RANCHO CORDOVA	95670	A							
11350 S BRIDGE ST	ALL DODGE TRUCKS	RANCHO CORDOVA	95670	A	A						
7111 BRIGGS DR	CALIFORNIA AMERICAN WATER - BRIGGS	SACRAMENTO	95828	A						I	
7610 BRIGHTON AVE	VILLA IRONWORKS, INC	SACRAMENTO	95826	A	A						
1979 BROADSTONE PKWY	CITY OF FOLSOM - ZONE 5 PUMP STN	FOLSOM	95630	A							
76 BROADWAY	AT&T MOBILITY - PIONEER BRIDGE (9780	SACRAMENTO	95818	A							
76 BROADWAY	PHILLIPS 66 TERMINAL	SACRAMENTO	95818	A	A	A					1
301 BROADWAY	HORIZON	SACRAMENTO	95818	A	A						
400 BROADWAY	KXTV CHANNEL 10	SACRAMENTO	95818	A							
400 BROADWAY	VERIZON WIRELESS - KXTV	SACRAMENTO	95818	A							
401 BROADWAY	KEVIN'S QUALITY MARINE	SACRAMENTO	95818	I	I						
500 BROADWAY	SALDIVAR AUTO BODY	SACRAMENTO	95818	I	I						
502 BROADWAY	S & N TRUCK & EQUIPMENT REPAIR	SACRAMENTO	95818		I						
511 BROADWAY	FAIRMONT CLEANERS	SACRAMENTO	95818	I	I						
524 BROADWAY	BEN & SON'S AUTO TECH	SACRAMENTO	95818	A	A						
731 BROADWAY	SACRAMENTO CITY FIRE STATION 5	SACRAMENTO	95818	A							
1101 BROADWAY	MAK'S VALLERO	SACRAMENTO	95818	A	A	A					3
1102 BROADWAY	TOSCO 76 #31270-7007	SACRAMENTO	95818	I		I					2

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1309 BROADWAY	AMERICAN PAINT CO	SACRAMENTO	95818	I						
1401 BROADWAY	WALGREENS #6613	SACRAMENTO	95818	I	A					
1401 BROADWAY	DUPLICATE - SEE FA0001965	SACRAMENTO	95818		I					
1828 BROADWAY	BROADWAY CHEVRON	SACRAMENTO	95818	A	A	A				3
1900 BROADWAY	AUTO ZONE #5593	SACRAMENTO	95818	A	A					
1945 BROADWAY	CARQUEST AUTO PARTS	SACRAMENTO	95818	I						
1988 BROADWAY	O'REILLY AUTO PARTS #3570	SACRAMENTO	95818	A	A					
2015 BROADWAY	T1 AUTOMOTIVE	SACRAMENTO	95818	A	A					
2025 BROADWAY	THE TUNE UP CENTER	SACRAMENTO	95818	I	I					
2100 BROADWAY	ARCO AM/PM #02068	SACRAMENTO	95818	A	A	A				2
2330 BROADWAY	BROADWAY UNION 76	SACRAMENTO	95818	A	A	A				2
2417 BROADWAY	STERLING CLEANERS	SACRAMENTO	95818	I	I					
2630 BROADWAY	BROADWAY AUTO REPAIR & TIRE CENTE	SACRAMENTO	95818	I	I					
2730 BROADWAY	BUZZ OATES MANAGEMENT SERVICES-I	SACRAMENTO	95818	A						
2830 BROADWAY	U-HAUL OF DOWNTOWN	SACRAMENTO	95817	A	A					
3100 BROADWAY	BONFARE MARKET #34	SACRAMENTO	95817	A	A	A				3
3519 BROADWAY	STILSON BROS CLEANERS	SACRAMENTO	95817	A	A					
3618 BROADWAY	MCDONALD PLUMBING HEATING AIR	SACRAMENTO	95817	I						
4401 BROADWAY	FOOD SOURCE #703	SACRAMENTO	95817	I						
4600 BROADWAY	ISA: PAUL F. HOM PRIMARY CARE CENTE	SACRAMENTO	95820	A	I					
4600 BROADWAY	SAC COUNTY PAUL F. HOM PRIMARY CA	SACRAMENTO	95820	A	A					
4800 BROADWAY 100	SACRAMENTO COUNTY CORONER'S OFF	SACRAMENTO	95820	I	I					
4800 BROADWAY STE 200	SAC COUNTY DA LAB OF FORENSIC SER	SACRAMENTO	95820	A	A					
4800 BROADWAY STE 300	ISA: CORONER'S OFFICE	SACRAMENTO	95820	A	I					
4949 BROADWAY STE A104	DEPT OF JUSTICE BUREAU OF FORENSI	SACRAMENTO	95820	A	A					
4949 BROADWAY	JUSTICE BUILDING	SACRAMENTO	95820	A	A	A				1
5702 BROADWAY	SENTINEL FIRE EQUIPMENT CO	SACRAMENTO	95820	A						
5791 BROADWAY	7-ELEVEN #18185	SACRAMENTO	95820	A	A	A				2
5901 BROADWAY B	GOOD PRICE MARKET	SACRAMENTO	95820			I				1
6496 BROADWAY	TOP HAT CLEANERS	SACRAMENTO	95820	I	I					
3425 BROADWAY ST	REDEVELOPMENT AUTHORITY	SACRAMENTO	95817			I				2
5732 S BROOK WAY	NORTHRIDGE WD OAKBROOK #28	CARMICHAEL	95758	I					I	
1231 BROWN'S ALLEY	NORMAN SPALDING DDS	WALNUT GROVE	95690		I					
BRUCEVILLE RD/BIG HORN BLVD	MSA: BIG HORN NORTH WELL (W52)	ELK GROVE	95758	A					I	
BRUCEVILLE RD/KILCONNELL RD	MSA: BRUCEVILLE RD WELL (W40)	SACRAMENTO	95758	I					I	
6600 BRUCEVILLE RD	KAISER PERMANENTE	SACRAMENTO	95823	A	A	A				1
7911 BRUCEVILLE RD	VALLEY HI PET CLINIC	SACRAMENTO	95823		I					
8001 BRUCEVILLE RD	SIERRA VISTA HOSPITAL	SACRAMENTO	95823	A	I					
8151 BRUCEVILLE RD	METHODIST HOSPITAL - BRUCEVILLE TE	SACRAMENTO	95823	A						
8275 BRUCEVILLE RD	WALGREENS #12365	SACRAMENTO	95823		A					
9014 BRUCEVILLE RD	TRUE GREEN LAND CARE	ELK GROVE	95758	I						
9105 BRUCEVILLE RD STE 6A	BLOOD SOURCE-LAGUNA	SACRAMENTO	95758		I					
9270 BRUCEVILLE RD	VERIZON WIRELESS	ELK GROVE	95758	A						

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9270 BRUCEVILLE RD	AT & T MOBILITY-LAGUNA CREEK (15483)	ELK GROVE	95758	A						
11375 BRUCEVILLE RD	LUIS A PIMENTAL DAIRY	ELK GROVE	95757	I						
11807 BRUCEVILLE RD	DUARTE DAIRY, INC	ELK GROVE	95757	I						
11910 BRUCEVILLE RD	J & M DAIRY	ELK GROVE	95757	I						
12206 BRUCEVILLE RD	BARCELOS DAIRY	ELK GROVE	95757	I						
12461 BRUCEVILLE RD	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95757	A						
12500 BRUCEVILLE RD	ISA: RIO COSUMNES CORRECTIONAL CT	ELK GROVE	95757	A	A	I			I	1
12500 BRUCEVILLE RD	SASD RCCC PUMP STN (S012)	ELK GROVE	95757	A						
12500 BRUCEVILLE RD	RIO COSUMNES CORRECTIONAL CTR W'	ELK GROVE	95757	I						
12675 BRUCEVILLE RD	BEN HOWARD	ELK GROVE	95757	I						
BRUCEVILLE RD	AMERICA TOWER CORP SITE 8253	WALNUT GROVE	95757	I						
BRUCEVILLE RD	AMERICAN TOWER CORP SITE #8253	WALNUT GROVE	95757	I						
9680 BUSINESS PARK DR	CHEVRON STATION #352331	SACRAMENTO	95827	A	A	A				2
9700 BUSINESS PARK DR 201	BUSINESS PARK MEDICAL GROUP	SACRAMENTO	95827		I					
9700 BUSINESS PARK DR STE 404	SACTO VETERINARY SURGICAL SERVICE	SACRAMENTO	95827	I						
9767 BUSINESS PARK DR STE H	SIERRA TOOLS & ABRASIVE	SACRAMENTO	95827	I						
9778 BUSINESS PARK DR STE B	SUN TILE	SACRAMENTO	95827	A						
9779 BUSINESS PARK DR STE D	IMMUNO CONCEPTS NA LTD	SACRAMENTO	95827	I	I					
9795 BUSINESS PARK DR K	WINCHESTER ELECTRONICS	SACRAMENTO	95827		I					
9816 BUSINESS PARK DR STE A1	LUMBER LIQUIDATORS #0034	SACRAMENTO	95827	I						
9819 BUSINESS PARK DR STE 3	LAUFEN TILE	SACRAMENTO	95827	I						
9819 BUSINESS PARK DR STE B	EMSER TILE & NATURAL STONE	SACRAMENTO	95827	A						
9828 BUSINESS PARK DR B	EMSER TILE	SACRAMENTO	95827	I						
9960 BUSINESS PARK DR STE 170	ACE DENTAL LAB	SACRAMENTO	95827	A	I					
3300 BUSINESS DR	CITADEL COMMUNICATIONS	SACRAMENTO	95820	I	I			I		
3301 BUSINESS DR	SUN GRO HORTICULTURE	SACRAMENTO	95820	I	I					
3303 BUSINESS DR	CUSTOM FOREST PRODUCTS	SACRAMENTO	95820	I						
3351 BUSINESS DR	AIRLESS SPRAY CENTER	SACRAMENTO	95820		I					
3400 BUSINESS DR 130	HSD CORP	SACRAMENTO	95820	A	A					
3499 BUSINESS DR	COIT	SACRAMENTO	95820	I						
3560 BUSINESS DR STE 100	ALDETEC, INC	SACRAMENTO	95820	A	A					
3560 BUSINESS DR STE 124	CHARTWELL HOME THERAPIES	SACRAMENTO	95820	I						
3630 BUSINESS DR STE B	CHARTWELL HOME THERAPIES	SACRAMENTO	95820	I						
3740 BUSINESS DR	UCD HEALTH SYSTEM - SPECIALTY TEST	SACRAMENTO	95820	A	A					
3740 BUSINESS DR	JACKSON BUSINESS PARK	SACRAMENTO	95820	I						
2125 BUTANO DR	WELLS FARGO BANK	SACRAMENTO	95825	A						
2135 BUTANO DR	BUREAU OF LAND MANAGEMENT	SACRAMENTO	95825		I					
2322 BUTANO DR 201	RANDALL J SARTE DPM FACFAS	SACRAMENTO	95825		I					
2322 BUTANO DR 202	SCHMIDT & CHO DDS	SACRAMENTO	95825		I					
2322 BUTANO DR 212	EUGENE SPENCER JR DDS	SACRAMENTO	95825		I					
2361 BUTANO DR	BRIDGESTONE/FIRESTONE STORE	SACRAMENTO	95825	I	I					
7917 BUTTE AVE	NIELLO EXPRESS TOWING	SACRAMENTO	95826		I					
7925 BUTTE AVE	BELVEDERE AUTO REPAIR	SACRAMENTO	95826		I					

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7933 BUTTE AVE STE B	J J AUTO BODY REPAIR & PAINT	SACRAMENTO	95826		I					
7941 BUTTE AVE	CODY'S FULL SERVICE AUTO & TRUCK	SACRAMENTO	95826	I	I					
9414 BUTTERFIELD WAY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95827	A						
9645 BUTTERFIELD WAY ROOM 1503	CA STATE FRANCHISE TAX BOARD	SACRAMENTO	95827	A	A					
9646 BUTTERFIELD WAY	FRANCHISE TAX BOARD	SACRAMENTO	95827	I	A		I			
8130 BUTTERNUT DR	AT & T MOBILITY - ANTELOPE (9742)	CITRUS HEIGHTS	95621	A						
8499 BUTTERNUT DR	CA AMERICAN WATER - ROSEVILLE	CITRUS HEIGHTS	95621	A						
1 CADILLAC DR	HUBACHER AUTO CENTER	SACRAMENTO	95825	I	I	I				2
2 CADILLAC DR	CAMPUS COMMONS GOLF COURSE	SACRAMENTO	95825	A	A					
77 CADILLAC DR, #270	KENNETH F FAT DDS	SACRAMENTO	95825		I					
528 CADILLAC RD	MSA: BETHEL TEMPLE WELL (W21)	SACRAMENTO	95825	A					I	
8810 CAL CENTER DR STE 300	AT&T MOBILITY- SOUTH WATT (9782)	SACRAMENTO	95826	A						
8880 CAL CENTER DR	VERIZON WIRELESS--ROSEMONT	SACRAMENTO	95826	A						
8945 CAL CENTER DR	THE GOLDEN 1 CREDIT UNION	SACRAMENTO	95826	A						
8945 CAL CENTER DR	THE GOLDEN 1 CREDIT UNION	SACRAMENTO	95826	I						
9093 CALDERA WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95826	A					I	
4021 CALIFORNIA AVE STE 10	FAIR OAKS IRON INC	CARMICHAEL	95608	I						
4021 CALIFORNIA AVE STE 1	VALLEY AIRLESS SYSTEMS, INC	CARMICHAEL	95608	A	A					
4021 CALIFORNIA AVE STE 24	SZULMAN WOODWORK/RESTORATION	CARMICHAEL	95608		I					
4021 CALIFORNIA AVE STE 6	MOTORCYCLE SUPERSHOP	CARMICHAEL	95608	I	I					
4032 CALIFORNIA AVE	DIAMOND D CONSTRUCTION, INC	CARMICHAEL	95608	A	I					
7931 CALIFORNIA AVE	PAC BELL TELEPHONE CO - AT&T CALIF	FAIR OAKS	95628	A	A	A				1
7950 CALIFORNIA AVE	SACRAMENTO METRO FIRE STATION 31	FAIR OAKS	95628	I		I				2
8000 CALIFORNIA AVE	M FRANKLIN GODFREY JR DDS	FAIR OAKS	95628		I					
2100 CALIFORNIA CIR	LDS CHURCH - MORMON CENTER	RANCHO CORDOVA	95742	A						
3167 CALLECITA ST	VERIZON WIRELESS ARCADE	SACRAMENTO	95815	A						
1018 CALVADOS AVE	SACRAMENTO CITY WELL #112	SACRAMENTO	95815	I					I	
8960 CALVINE RD	VERIZON WIRELESS	SACRAMENTO	95829	A						
8960 CALVINE RD	T-MOBILE WEST CORP (SC06866A)	SACRAMENTO	95829	I						
9350 CALVINE RD	SPRINT CELL SITE SF 33XC928	SACRAMENTO	95829	A						
9375 CALVINE RD	AT&T MOBILITY - CALVINE (9755)	SACRAMENTO	95829	A						
9375 CALVINE RD	WESTERN AREA POWER ADMINISTRATIC	SACRAMENTO	95829	I						
9375 CALVINE RD	DUPLICATE - SEE FA0008653	SACRAMENTO	95829	I						
10140 CALVINE RD	MSA: CALVINE MEADOWS WTP (WF01)	ELK GROVE	95829	A					I	
109 N CAMELLIA WAY	GALT HIGH SCHOOL DISTRICT	GALT	95632	I	I	I				2
117 CAMELLIA WAY	SOUTH COUNTY TRANSIT	GALT	95632	I	I					
150 CAMELLIA WAY	AT&T MOBILITY-DT GALT (15462)	GALT	95632	A						
4630 CAMERON RANCH DR	CAMERON WELL #9	SACRAMENTO	95841	I					I	
7816 CAMP RD	KNEPPEL DAIRY	ELK GROVE	95757	I	I					
8322 CAMP RD	WALT HARDESTY	ELK GROVE	95757-9733	I	I					
777 CAMPUS COMMONS RD STE 100	UNIVERSITY DIALYSIS CENTER	SACRAMENTO	95825	A						
1421 CANNON ST	STARR'S BUILDING SUPPLY	SACRAMENTO	95815	A						
14670 CANTOVA WAY	FAA RIU/AFSS	RANCHO MURIETA	95683	I						

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				BP	WG	UST	AST	TIER	CalARP	
14670 CANTOVA WAY	RANCHO MURIETA COMMUNITY	RANCHO MURIETA	95683					I		
14670 CANTOVA WAY	RANCHO MURIETA THHWCF	RANCHO MURIETA	95683		A					
14738 CANTOVA WAY	OPERATING ENGINEERS LOCAL 3 TRNG	SLOUGHHOUSE	95683	A	A					
3343 CAPITAL CENTER DR	FRANKLIN TEMPLETON COMPAINES, LLC	RANCHO CORDOVA	95670	A						
520 CAPITOL MALL	SCUSD-TRANSPORTATION DEPT	SACRAMENTO	95814	I						
555 CAPITOL MALL STE 240	PLAZA FIVE FIFTY FIVE	SACRAMENTO	95814	A	I					
555 CAPITOL MALL, #790	DOWNTOWN PLAZA DENTAL OFFICES	SACRAMENTO	95814		I					
650 CAPITOL MALL STE 8-100	JOHN E. MOSS FEDERAL BUILDING	SACRAMENTO	95814	A	I					
914 CAPITOL MALL	STATE OF CA LIBRARY & COURTS BLDG	SACRAMENTO	95814	I	I	I				1
1616 CAPITOL AVE #74. 149	STATE OF CA - DEPT OF GENERAL SERV	SACRAMENTO	95814	A	A					
1926 CAPITOL AVE	A & A AUTO BODY & PAINT WORKS	SACRAMENTO	95811	I	I	I				2
2131 CAPITOL AVE 100	RYE DENTAL GROUP	SACRAMENTO	95816		I					
2131 CAPITOL AVE, #300	JEFFREY C VERNON DDS	SACRAMENTO	95816		I					
2201 CAPITOL AVE, #100	JAMES D COYLE DDS	SACRAMENTO	95816		I					
2501 CAPITOL AVE	ERSIC WING DDS	SACRAMENTO	95816		I					
2501 CAPITOL AVE	PETER N BERBOHM DDS	SACRAMENTO	95816		I					
2600 CAPITOL AVE 102	GREGORY A SENTER DDS	SACRAMENTO	95816		I					
2600 CAPITOL AVE 111	RADIOLOGICAL ASSOC OF SAC	SACRAMENTO	95816		I					
2600 CAPITOL AVE, #308	MARY ELLEN LYON DDS	SACRAMENTO	95816		I					
2600 CAPITOL AVE 309	RONALD M PANTALONE DDS	SACRAMENTO	95816		I					
2600 CAPITOL AVE 407	DARIUSH SHAKIBA DMD	SACRAMENTO	95816		I					
2600 CAPITOL AVE, #414	ROBERT S TAKETA DDS	SACRAMENTO	95816		I					
2701 CAPITOL AVE	TRINITY HOUSE	SACRAMENTO	95816	I						
2725 CAPITOL AVE	SUTTER MEDICAL CENTER	SACRAMENTO	95816	A	I	A				1
2801 CAPITOL AVE 150	IMAGING CENTERS OF SACRAMENTO	SACRAMENTO	95816		I					
2801 CAPITOL AVE 202	JACK C OATES DDS	SACRAMENTO	95816		I					
2801 CAPITOL AVE, #210	TIMOTHY MICKIEWICZ DDS	SACRAMENTO	95816		I					
2801 CAPITOL AVE, #300	RICHARD DETRANO DDS	SACRAMENTO	95816		I					
3000 CAPITOL AVE	JIFFY LUBE #1463	SACRAMENTO	95816	A	A					
1 CAPITOL MALL	ONE CAPITOL MALL	SACRAMENTO	95814	A						
300 CAPITOL MALL STE 120	300 CAPITOL MALL	SACRAMENTO	95814	A	I	A				1
400 CAPITOL MALL 2580	MCI	SACRAMENTO	95814	I						
400 CAPITOL MALL STE 670	WELLS FARGO CENTER	SACRAMENTO	95814	A	I					
455 CAPITOL MALL STE 105	455 CAPITOL MALL COMPLEX	SACRAMENTO	95814	A	I					
455 CAPITOL MALL STE 215	455 CAPITOL MALL COMPLEX	SACRAMENTO	95814	I	I					
500 CAPITOL MALL STE 650	BANK OF THE WEST TOWER	SACRAMENTO	95814	A	I					
8371 CARBIDE CT DOOR 234	CUSTOM PAK WEST LTD	SACRAMENTO	95828	A	I				A	
8371 CARBIDE CT	MARY ANN'S BAKING CO, INC	SACRAMENTO	95828	A	I	I			I	2
8372 CARBIDE CT	TIMBERLAKE CORPORATION	SACRAMENTO	95828	I						
8400 CARBIDE CT	DENTICATOR	SACRAMENTO	95828		I					
8424 CARBIDE CT STE A	LOADMASTER CO INC	SACRAMENTO	95828	I	I					
8425 CARBIDE CT	GH FOODS CA, LLC	SACRAMENTO	95828	A						
8456 CARBIDE CT	PRECISION PLASTICS - SAC	SACRAMENTO	95828	A	I					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive					CalARP	TANKS (UST Only)
				BP	WG	UST	AST	TIER		
8481 CARBIDE CT	ROYAL ELECTRIC COMPANY	SACRAMENTO	95828	A	A					
8500 CARBIDE CT STE 3	INSUL-THERM INT'L INC	SACRAMENTO	95828	A						
8500 CARBIDE CT	VERIZON WIRELESS - FLORIN HIGH	SACRAMENTO	95828	A						
699 CARILLION BLVD	CITY OF GALT CARILLION WELL #16	GALT	95632	A						
5493 CARLSON DR	AT&T MOBILITY-SUTTER MEMORIAL (973	SACRAMENTO	95819	I						
5495 CARLSON DR E	NICHOLAS V STUBBS DDS	SACRAMENTO	95819		I					
7901 CARLTON RD STE A	VANDEMARK ENTERPRISES, INC	SACRAMENTO	95826	I	I					
7901 CARLTON RD STE C	M & T AUTO REPAIR	SACRAMENTO	95826	A	A					
7928 CARLTON RD	CAPITAL FOREIGN AUTO	SACRAMENTO	95826		I					
7935 CARLTON RD A	REMARKABLE REFINISHING	SACRAMENTO	95826	I	I					
7935 CARLTON RD STE A	MAC'S PRODUCTS	SACRAMENTO	95826	A	I					
7935 CARLTON RD STE C	EXECUTIVE MOTORCAR SERVICES	SACRAMENTO	95826	I	I					
7935 CARLTON RD STE C	EXECUTIVE MOTORCAR SERVICES	SACRAMENTO	95826	I	I					
7946 CARLTON RD	J B OTTO PARTS	SACRAMENTO	95826		I					
8009 CARLTON RD	GOOD TECH AUTO	SACRAMENTO	95826	I	A					
7856 CARMENCITA AVE	LANDSCAPE SUPPLY CO	SACRAMENTO	95829	I						
2540 CARMICHAEL WAY	WINDSOR EL CAMINO CARE CENTER-LH	CARMICHAEL	95608	A						
819 CAROLINE AVE	LEROY'S AUTOMOTIVE REPAIR	GALT	95632	A	A					
890 CAROLINE AVE	CITY OF GALT THHWCF	GALT	95632		I			I		
890 CAROLINE AVE	GALT MART -THHWCF	GALT	95632					I		
1110 CAROLINE AVE	CITY OF GALT THHWCF	GALT	95632		I			I		
1124 CAROLINE AVE	GALT SUPER LUBE	GALT	95632	I	I					
CARPENTER HILL CLARKSVILL RD	SMUD	FOLSOM	95630	A	A					
7307 CARRIAGE DR	CA AMERICAN WATER-CARRIAGE WELL	CITRUS HEIGHTS	95621	A					I	
11269 CARROLL RD	ROD MCLELLAN COMPANY	ELK GROVE	95757	A	A					
11445 CARROLL RD	TOLLENAAR HOLSTEINS FARMS	ELK GROVE	95757	I	I					
11735 CARROLL RD	MACHADO, JOHN & SONS	ELK GROVE	95757	I						
11768 CARROLL RD	GEORGE SIMOES	ELK GROVE	95757	I						
11768 CARROLL RD	GEORGE SIMOES FARM	ELK GROVE	95757	I						
11823 CARROLL RD	VAN STEYN DAIRY	ELK GROVE	95757-9766	I						
1995 CAVERSHAM WAY	AMERICAN TOWER CORPORATION SITE	FOLSOM	95630	A		I				1
1995 CAVERSHAM WAY	FLO TV INC	FOLSOM	95630	I						
CAVERSHAM WAY	VERIZON WIRELESS - NEW EL DORADO	FOLSOM	95630	A						
1800 CAVITT CT	COSTCO WHOLESALE #0765	FOLSOM	95630	A	A	A				3
1527 N C ST	PACIFIC FLOORING SUPPLY	SACRAMENTO	95811	A						
1610 N C ST	CARDINAL SCALE MFG CO	SACRAMENTO	95811	I	I					
1624 N C ST STE B	INTERCITY PROPANE, INC	SACRAMENTO	95811	I						
1624 N C ST	ALL STAR GAS	SACRAMENTO	95811	I	I					
1628 N C ST	HANSEN MACHINE WORKS	SACRAMENTO	95814	A	A					
553 C ST	PACIFIC BELL TELEPHONE CO - AT&T CA	GALT	95632	A	I					
553 C ST	PACIFIIC TELEPHONE CO - AT & T CALIF	GALT	95632	I						
655 C ST	JADE'S MOWER SHOP	GALT	95632	A	A					
665 C ST	HANCOCK AUTO PARTS	GALT	95632	I						

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700 C ST	MIMI'S MINI-MART	GALT	95632	A	A	A				3
807 C ST	BENEDICT AUTO & TRUCK PARTS	GALT	95632	I						
825 C ST	GALT CLEANERS	GALT	95632	I	A					
905 C ST	THE HARDWARE STORE	GALT	95632	I						
1018 C ST	AUTO ZONE #5588	GALT	95632	A	A					
1059 C ST	SAVE MART #72	GALT	95632	I	A					
1063 C ST	CVS PHARMACY #3022	GALT	95632	I	I			I		
1067 C ST 108	ACE HARDWARE	GALT	95632	I						
1206 C ST	IPB-AUTOSPORT	SACRAMENTO	95814	A	A					
1211 C ST	GW PRINT MEDIA INC	SACRAMENTO	95814	I	I					
1219 C ST	BRUGGE'S BODY & FRAME	SACRAMENTO	95814	I	I					
1220 C ST	MANUAL TRANSMISSION WAREHOUSE	SACRAMENTO	95814	A	A					
1310 C ST	VENDLEY AIR CONDITIONING INC	SACRAMENTO	95814	I						
1313 C ST	BLACK ROCK AUTOMOTIVE	SACRAMENTO	95814	A	A					
1331 C ST	AMADOR STAGE LINES, INC	SACRAMENTO	95814	A	A	I				0
1500 C ST, #A	SACRAMENTO CO DENTAL CLINIC	SACRAMENTO	95814		I					
1530 C ST	SPRINT NEXTEL SCRCMAGF	SACRAMENTO	95814	A		A				1
1802 C ST	BLUE DIAMOND GROWERS	SACRAMENTO	95811-1010	A	A					
1950 C ST	UNION PACIFIC RAILROAD	SACRAMENTO	95811	I						
1950 C ST	VERIZON WIRELESS - GRANT PARK	SACRAMENTO	95811	A						
2311 C ST	FUTURE FILM	SACRAMENTO	95816		I			I		
2313 C ST	J PRASSA PRINTERS	SACRAMENTO	95816		I			I		
2323 C ST	TAP PLASTICS INC	SACRAMENTO	95816	A	I	I				1
2329 C ST	COLOR KING PHOTO	SACRAMENTO	95816		I					
2331 C ST	URBAN ART LITHOGRAPHY, INC	SACRAMENTO	95816	A	A					
3009 1/2 C ST	DAVEY TREE EXPERT CO	SACRAMENTO	95816	A	I					
3301 C ST 100E	BIO-CYPHER LABORATORIES	SACRAMENTO	95819	I	I					
3301 C ST STE 200E	DIAGNOSTIC PATHOLOGY MEDICAL GRC	SACRAMENTO	95816	A	A			I		
1063 W C ST	LONGS DRUGS	GALT	95632	I	I					
2216 CEMO CIR A	DRIVING SPECIALTIES	RANCHO CORDOVA	95670	I						
2216 CEMO CIR STE F	THE CAR CLINIC	RANCHO CORDOVA	95670	A	A					
2216 CEMO CIR G	LORENZO'S AUTOBODY	GOLD RIVER	95670		I					
2285 CEMO CIR	BUTLER ENVIRONMENTS INC	RANCHO CORDOVA	95670	I	I					
8401 CENTER PKWY	COSUMNES RIVER COLLEGE	SACRAMENTO	95823	A	A	A				4
8401 CENTER PKWY	VERIZON WIRELESS - COSUMNES	SACRAMENTO	95823	A						
8580 CENTER PKWY	T-MOBILE WEST CORP (SC06868A)	SACRAMENTO	95823	I						
8785 CENTER PKWY STE B160	LAGUNA VILLAGE CLEANERS	SACRAMENTO	95823	I	I					
9031 CENTRAL AVE	ORANGE VALE WATER CO	ORANGEVALE	95662	A						
630 CHABOLLA AVE STE C	GORA AQUATIC CENTER	GALT	95632	A						
CHALLENGE WAY/RESPONSE RD	SACRAMENTO CITY WELL #158	SACRAMENTO	95815	A					A	
1700 CHALLENGE WAY	SACRAMENTO CITY FIRE STATION 19	SACRAMENTO	95815	A						
1760 CHALLENGE WAY 300	CARVELL PRINTING	SACRAMENTO	95815		I					
1765 CHALLENGE WAY, #105	K LANGSTROTH DC	SACRAMENTO	95815		I					

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4515 CHARLESTON DR	CWD - WINDING WAY WELL	CARMICHAEL	95608	A						
2197 CHASE DR	CORDOVA REC & PARK DISTRICT	RANCHO CORDOVA	95670	A	A	I				2
2239 CHASE DR	AT&T MOBILITY	RANCHO CORDOVA	95670	I						
2239 CHASE DR	VERIZON WIRELESS - CORDOVA HIGH	RANCHO CORDOVA	95670	A						
5120 CHERBOURG DR	CA AMERICAN WATER-CHERBOURG WEI	SACRAMENTO	95842	A					I	
13400 CHEROKEE LN	GERALD SCHWARTZ	GALT	95632	I						
7961 CHERRY BROOK DR	SACRAMENTO METRO FIRE STATION 117	ELVERTA	95626	I						
6248 CHESTNUT AVE	SACRAMENTO METRO FIRE STATION 22	ORANGEVALE	95662	A	I					
3128 CHETTENHAM DR	CA AMERICAN WATER-CHETTENHAM WE	RANCHO CORDOVA	95670	A					I	
5647 CHIPPING WAY	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	A					I	
954 CHISHOLM TRAIL/BONANZA DR	CITY OF GALT CREEKSIDE WELL #11	GALT	95632	I						
13460 CHRISTENSEN RD	STROHMAIER FARMS	GALT	95632	I						
11728 CHRYSANTHY BLVD	SASD S132 CHRYSANTHY PUMP STN	RANCHO CORDOVA	95742	A						
5850 CITATION WAY	CESSNA AIRCRAFT CO - SAC CITATION S	SACRAMENTO	95837-1197	A	A	A				2
2510 CITRUS RD	SUBURBAN PROPANE LLP PTNSHIP	RANCHO CORDOVA	95742	A						
2689 CITRUS RD A	KELLY-MOORE PAINT CO INC	RANCHO CORDOVA	95742	I						
2689 CITRUS RD	LIGHT BULBS PLUS	RANCHO CORDOVA	95742		A					
2711 CITRUS RD	THERMOGENESIS CORP	RANCHO CORDOVA	95742	A	A					
2721 CITRUS RD STE A	RCJ HOLDINGS, LLC	RANCHO CORDOVA	95742	A						
2732 CITRUS RD	RAMOS OIL - SUNRISE	RANCHO CORDOVA	95742	A	A	A				4
8280 CIVIC CENTER DR	MSA: BIG HORN WTP (WT07)	ELK GROVE	95757	A						
380 CIVIC DR	GALT CITY JAIL/POLICE	GALT	95632			I				0
70 CLARKSVILLE RD	CITY OF FOLSOM FIRE DEPT STATION #3	FOLSOM	95630	A						
82 CLARKSVILLE RD	FOLSOM WERKSTATT	FOLSOM	95630	A	A					
90 CLARKSVILLE RD STE 100	TIRE PROS & AUTOMOTIVE SERVICE CEI	FOLSOM	95630	A	A					
14600 CLARKSVILLE RD	COUNTY OF SAC - CARPENTER PEAK	FOLSOM	95630	A	I					
13700 CLAY EAST RD	WEST COAST GRAPE FARMING INC	HERALD	95638	I	I					
14150 CLAY EAST RD	AT&T MOBILITY RANCHO SECO (9878)	HERALD	95638	A						
14295A CLAY EAST RD	COSUMNES POWER PLANT	HERALD	95638	A	A				A	
15700 CLAY EAST RD	DRY CREEK RANCH	HERALD	95638	I	I					
CLAY STATION RD	COLLIGERE FARM MGMT	HERALD	95638	I						
11540 CLAY STATION RD	GARY SILVA SR	HERALD	95638	I						
12098 CLAY STATION RD	NESTOR ENTERPRISES	HERALD	95638	I	I					
12352 CLAY STATION RD	CLAY STATION RAW WATER PUMPING PI	HERALD	95638	A	I					
12389 CLAY STATION RD	VERIZON WIRELESS - HERALD EAST	HERALD	95638	A						
12406 CLAY STATION RD	ERNESTO MOULES	HERALD	95638	I	I					
13221 CLAY STATION RD	S J LOUIS CONSTRUCTION INC	HERALD	95638	I	I					
13702 CLAY STATION RD	COURTLAND FARMING CO	GALT	95632	I						
CLAY STATION RD	GILL-CHABRA FARMS	HERALD	95638	I						
7930 CLIFTON RD	ROBERT ROACH PAINTING INC	SACRAMENTO	95826	I	I					
8000 CLIFTON RD	FRIAS AFFORDABLE AUTOMOTIVE	SACRAMENTO	95826	A	A					
8002 CLIFTON RD	AQUA CLEAN SOLUTIONS	SACRAMENTO	95826	A						
8012 CLIFTON RD	B A C MOTORS	SACRAMENTO	95826	I	A					

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8532 CLOVELY LN	SPECIALIZED 4WD, INC	SACRAMENTO	95828	A	A					
8533 CLOVELY LN	J & J GERMAN AUTO REPAIR SHOP	SACRAMENTO	95828	I	I					
1901 CLUB CENTER DR	SACRAMENTO CITY FIRE STATION 30	SACRAMENTO	95835	A	A					
2050 CLUB CENTER DR	CVS/PHARMACY #4151	SACRAMENTO	95835	I	A					
2101 CLUB CENTER DR	T-MOBILE WEST CORP (SC14043Z)	SACRAMENTO	95835	I						
2240 COLFAX ST	STANDARD AUTO CARE	SACRAMENTO	95815	A	A					
2282 COLFAX ST	IRISH IRON LLC	SACRAMENTO	95815	I	I					
4700 COLLEGE OAK DR	AMERICAN RIVER COLLEGE [HM]	SACRAMENTO	95841	A	A	A				2
4700 COLLEGE OAK DR	T-MOBILE WEST CORP (SCO6729A)	SACRAMENTO	95841	I						
4942 COLLEGE OAK DR	SACRAMENTO METRO FIRE STATION 24	SACRAMENTO	95841	I		I				0
5037 COLLEGE OAK DR STE C	CARMEL RESTORATIONS	SACRAMENTO	95841		A					
5051 COLLEGE OAK DR	ONE STOP TRUCK STOP	SACRAMENTO	95841	I						
5121 COLLEGE OAK DR	WISHING WELL CRAFT SUPPLIES	SACRAMENTO	95841	I						
7501 COLLEGE TOWN DR	FAIRBAIRN WATER TREATMENT PLANT	SACRAMENTO	95826	A	A				A	
7901 COLLEGE TOWN DR	COLLEGE TOWN CHEVRON #1005	SACRAMENTO	95826	A	A	A				3
10 COLLEGE PKWY	FOLSOM LAKE COLLEGE	FOLSOM	95630	A	A					
COLOMA RD/CHASE DR	MSA: CORDOVA SWG STN (S033)	RANCHO CORDOVA	95670	A					I	
10350 COLOMA RD	AMERICAN RIVER DENTAL	RANCHO CORDOVA	95670		I					
10390 COLOMA RD STE A	R C DENTAL PRACTICE	RANCHO CORDOVA	95670		I					
10655 COLOMA RD	THE AUTO SPECIALISTS	RANCHO CORDOVA	95670	A	A					
10670 COLOMA RD	DUPLICATE - SEE FA0012898	RANCHO CORDOVA	95670	I		I				3
10670 COLOMA RD	COLOMA GAS & FOOD	RANCHO CORDOVA	95670	A	A	A				3
10785 COLOMA RD	FULL STOP & SAVE	RANCHO CORDOVA	95670	I		I				0
10796 COLOMA RD	AUTO ZONE	RANCHO CORDOVA	95670	I	I					
10796 COLOMA RD	TOAN'S AUTO CENTER	RANCHO CORDOVA	95670	A	A					
11050 COLOMA RD, #14	CRAIG H JOHNSON DDS	RANCHO CORDOVA	95670		I					
11076 COLOMA RD UNIT 1	SHERWIN-WILLIAMS STORE #8095	RANCHO CORDOVA	95670	I	A					
11195 COLOMA RD	AAMCO TRANSMISSIONS	RANCHO CORDOVA	95670	A	A					
11199 COLOMA RD	GOLD RIVER AUTO REPAIR	RANCHO CORDOVA	95670	A	A	I				1
11200 COLOMA RD	GOLDEN STATE WATER CO-COLOMA PL	RANCHO CORDOVA	95670	A	A				A	
11201 COLOMA RD	SACRAMENTO METRO FIRE STATION 65	RANCHO CORDOVA	95670	A	A	I				2
11235 COLOMA RD STE A	ALPHA COLLISION REPAIR	RANCHO CORDOVA	95670	I	I					
11235 COLOMA RD STE B	MASTER PRINTING, INC	GOLD RIVER	95670	A	A					
11235 COLOMA RD E	RING & PINION SERVICE	RANCHO CORDOVA	95670	I	I					
11235 COLOMA RD STE I	AIR TEMPERATURE CONTROL	GOLD RIVER	95670	I						
11241 COLOMA RD C	ALL PRO ATHLETIC LETTERING	RANCHO CORDOVA	95670		A					
11241 COLOMA RD STE F	WEATHERGUARD ROOFING SERVICE	GOLD RIVER	95670	A						
11257 COLOMA RD STE B2	BETA SMOG & TUNE UP	RANCHO CORDOVA	95670	A	A					
11257 COLOMA RD STE B-5	TEEGARDEN MOTORSPORT SPECIALTIE	RANCHO CORDOVA	95670	I						
11257 COLOMA RD STE B9	RICK'S AUTOWORKS	RANCHO CORDOVA	95670	A	A					
11267 COLOMA RD C3	WELD TECH	RANCHO CORDOVA	95670	I						
11267 COLOMA RD STE C-4	SUPERIOR BOAT REPAIR & STORAGE IN	RANCHO CORDOVA	95670	I	A					
11267 COLOMA RD	AT&T MOBILITY - LOWER SUNRISE (9706)	RANCHO CORDOVA	95670	A						

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				BP	WG	UST	AST	TIER	CalARP	
11297 COLOMA RD STE B	GROUND ZERO AUTO BODY INC	RANCHO CORDOVA	95670	I	A					
11297 COLOMA RD	RADIAN ENGINEERING	RANCHO CORDOVA	95670	I	I					
2215 COLONNADE WAY	CALIFORNIA AMERICAN WATER-COLONN	ELVERTA	95626	A					I	
11844 COLONY HILL LN	VERIZON WIRELESS - COLONY HILL	WILTON	95693	A						
110 COMMERCE CIR	VACUUM PROCESS ENGINEERING, INC	SACRAMENTO	95815	A	A					
150 COMMERCE CIR	MAXXIMUM LOGISTICS INC	SACRAMENTO	95815	I						
150 COMMERCE CIR	INX	SACRAMENTO	95815	I	I					
150 COMMERCE CIR	VACUUM PROCESS ENGINEERING	SACRAMENTO	95815	I						
151 COMMERCE CIR	VERIZON WIRELESS - WOODLAKE	SACRAMENTO	95815	A						
151 COMMERCE CIR	AMERICAN TOWER CORP	SACRAMENTO	95815	I						
160 COMMERCE CIR	CAPITOL PLYWOOD, INC	SACRAMENTO	95815	A	I					
161 COMMERCE CIR B	DIMENSIONAL GRAPHICS INC	SACRAMENTO	95815	I	A					
165 COMMERCE CIR STE D	AMERICAN RIVER FLOOD CONTROL DIST	SACRAMENTO	95815	A	A					
190 COMMERCE CIR	VACUUM PROCESS ENGINEERING, INC	SACRAMENTO	95815	A	A					
209 COMMERCE CIR STE 400	GALLEHER CORPORATION	SACRAMENTO	95815	A	I					
320 COMMERCE CIR	SACRAMENTO COUNTY HOUSING &	SACRAMENTO	95815	I	I					
330 COMMERCE CIR	DO ALL INDUSTRIAL SUPPLY CORP - SAC	SACRAMENTO	95815	I	I					
340 COMMERCE CIR	DOME PRINTING	SACRAMENTO	95815	A	A					
4450 E COMMERCE WAY	COMCAST CORP - SACTO CALL CENTER	SACRAMENTO	95834	A						
4450 E COMMERCE WAY	VERIZON WIRELESS ARCO PARK	SACRAMENTO	95834	A						
4461 E COMMERCE WAY	SCOTTIES HAND CAR WASH, LLC	SACRAMENTO	95834	A	A	A				3
12120 CONLEY RD	CALIF FIBER OPTIC PROJECT PHASE II	HERALD	95638	I						
2533 CONNIE DR	SACRAMENTO EQUIP MAINT CO INC	SACRAMENTO	95815	I	I					
8606 CONRAD DR	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95828	I					I	
9661 CONSERVATION RD	ISA: DGS/FLEET SRVS/BRADSHAW	SACRAMENTO	95827	A	A	A				3
9680 CONSERVATION RD	PUBLIC WORKS STORES	SACRAMENTO	95827	I						
9680 CONSERVATION RD	SAC DOT - WAREHOUSE	SACRAMENTO	95827	A						
9680 CONSERVATION RD	SASD SOUTH WAREHOUSE	SACRAMENTO	95827	I						
4175 CONVAIR LINER RD	FAA SAC/ARSR	MATHER AFB	95655	A	A					
8525 COOK RIOLO DR	CA AMERICAN WATER-COOK RIOLO WEL	ANTELOPE	95843	A						
7521 COOK AVE	SUMMIT AIR CO INC	CITRUS HEIGHTS	95610	I	I					
600 COOLIDGE DR STE C	VERIZON WIRELESS - SILVERBROOK	FOLSOM	95630	A						
625 COOLIDGE DR STE 100	MAXIMUS, INC	FOLSOM	95630	A						
1631 COPENHAGEN WAY	SSW DISTRICT COPENHAGEN/ARDEN WI	CARMICHAEL	95608	A						
2337 CORMORANT WAY STE B	UNIVERSITY IMPORTS & SALES	SACRAMENTO	95815	I	I					
2337 CORMORANT WAY STE D	DONE RIGHT PERFORMANCE	SACRAMENTO	95815		I					
2337 CORMORANT WAY	EURO SPORT	SACRAMENTO	95815	I	I					
2417 CORMORANT WAY	MEISSNER SEWING MACHINE CO INC	SACRAMENTO	95815	I						
2424 CORMORANT WAY	LIGHTNING PERFORMANCE	SACRAMENTO	95815		I					
8101 COSUMNES RIVER BLVD	TARGET STORE #T1527	SACRAMENTO	95823	A	A					
2201 COTTAGE WAY	FULTON EL CAMINO REC/PARK	SACRAMENTO	95825	A	A					
2500 COTTAGE WAY	RADIAL TIRE SERVICE	SACRAMENTO	95825	A	A					
2546 COTTAGE WAY	ROBERTA'S PRINTING - COPYING	SACRAMENTO	95825		I					

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2560 COTTAGE WAY	O'REILLY AUTO PARTS #2561	SACRAMENTO	95825	A	A					
2613 COTTAGE WAY	SAAB OF SACRAMENTO	SACRAMENTO	95825	I	I					
2800 COTTAGE WAY STE W1834	GENERAL SERVICES ADMINISTRATION	SACRAMENTO	95825	A	I			I		
3097 COTTAGE WAY	COTT PK/FULT-EL CAMINO REC & PK DIS	SACRAMENTO	95825	A	I					
10169 COUNTRYSIDE WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95827	A					I	
2403 COVERED WAGON CIR	CALIFORNIA-AMERICAN WATER CO	ELVERTA	95626	A					I	
5900 COYLE AVE, #C2	OUTPUT COM	CARMICHAEL	95608		I					
6305 COYLE AVE	ADVANCED IMAGING COMPANY	CARMICHAEL	95608		I			I		
6357 COYLE AVE	ROBERT J KOCH DDS	CARMICHAEL	95608		I					
6500 COYLE AVE, #6	VICTOR L HAWKINS DDS	CARMICHAEL	95608		I					
6500 COYLE AVE 7	A CHILDREN'S DENTISTRY CENTER	CARMICHAEL	95608		I					
6501 COYLE AVE	MERCY SAN JUAN HOSPITAL	CARMICHAEL	95608	A	A	A		I		2
6511 COYLE AVE	MERCY SAN JUAN RAD ONCOLOGY CTR	CARMICHAEL	95608		A					
6555 COYLE AVE	MERCY MEDICAL GROUP	CARMICHAEL	95608		I			I		
6600 COYLE AVE 1	PASQUALE X MONTESANO MD/ELVERT F	CARMICHAEL	95608		I					
6620 COYLE AVE SUIT 107	MAMMOGRAPHY CENTER	CARMICHAEL	95608		I					
6620 COYLE AVE, #122	DELBERT H MEYER MD	CARMICHAEL	95608		I					
6620 COYLE AVE 402	E MICHAEL THELEN M D	CARMICHAEL	95608		I					
6660 COYLE AVE 200	SACTO RADIOLOGY MEDICAL GROUP	CARMICHAEL	95608		I			I		
6660 COYLE AVE 240	HUBER AND HANSCHU DDS	CARMICHAEL	95608		I					
6660 COYLE AVE	MERCY SAN JUAN SURGERY CENTER	CARMICHAEL	95608	A		A		I		1
6660 COYLE AVE	AT & T MOBILITY - DEWEY MADISON (146	CARMICHAEL	95608	A						
6441 CRAIGHURST DR	PAC BELL TELEPHONE CO - AT&T CALIF	NORTH HIGHLANDS	95660	A	A	A				1
1568 CREEKSIDE DR 101	LYNN S JUDD DDS INC	FOLSOM	95630		I					
1568 CREEKSIDE DR, #102	GORDON L DOUGLASS DDS	FOLSOM	95630		I					
1568 CREEKSIDE DR, #104	RICHARD M KILMER DDS	FOLSOM	95630		I					
1568 CREEKSIDE DR, #202	NORBERT G KORP DDS	FOLSOM	95630		I					
1568 CREEKSIDE DR 207	MARSTON K WONG DDS	FOLSOM	95630		I					
1568 CREEKSIDE DR	GREGORY J BORROWDALE DDS	FOLSOM	95630		I					
1600 CREEKSIDE DR, #1400	FOLSOM ORTHOPAEDIC	FOLSOM	95630		I					
1650 CREEKSIDE DR	MERCY HOSPITAL OF FOLSOM [HM]	FOLSOM	95630	A	A	A		I		1
1651 CREEKSIDE DR STE 100	FOLSOM SURGERY CENTER	FOLSOM	95630	A						
1655 CREEKSIDE DR	RAS FOLSOM IMAGING I	FOLSOM	95630		A					
CREST & DANBROOK DR	SUMP 14	SACRAMENTO	95835	A						
4115 CRESTLINE AVE	FAIR OAKS AUTO & TRUCK CENTER	FAIR OAKS	95628	I	I					
4150 CRESTLINE AVE	VERIZON WIRELESS - FAIR OAKS	FAIR OAKS	95628	A						
3214 CRESTON CT STE 1/2	CALIFORNIA AMERICAN WATER-DAVIDS	ANTELOPE	95843	I						
4731 CRESTVIEW DR	SSW DISTRICT WELL N31	CARMICHAEL	95608	A					I	
10097 CRISTO DR	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95829	A						
2745 CROSBY WAY	RAY O COOK	SACRAMENTO	95815		I					
6510 CROSSWOODS CIR B	CROSSWOODS HOME OWNERS	CITRUS HEIGHTS	95621	I	A					
6551 CROSSWOODS CIR	CA AMERICAN WATER-CROSSWOODS W	CITRUS HEIGHTS	95621	A					I	
10161 CROYDON WAY STE 1	FIRST RESPONDER EMS, INC	SACRAMENTO	95827	A	I					

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10161 CROYDON WAY	G & R DISPLAY	SACRAMENTO	95827	I	I					
10170 CROYDON WAY STE A	MV TRANSPORTATION #0004	SACRAMENTO	95827	A	A					
10170 CROYDON WAY STE C	REW MATERIALS	SACRAMENTO	95827	I						
10170 CROYDON WAY STE F	1 2 3 AUTO BODY & REPAIR	SACRAMENTO	95827	A	A					
10170 CROYDON WAY STE I	RSD - TOTAL CONTROL	SACRAMENTO	95827	A						
10170 CROYDON WAY STE M	SPORTSCARS LTD	SACRAMENTO	95827	I	A					
10173 CROYDON WAY, #7	BRANDEN'S RANGE	SACRAMENTO	95827		I					
10182 CROYDON WAY STE C	VALLEY RUBBER & GASKET	SACRAMENTO	95827	A	A					
10182 CROYDON WAY	AT&T MOBILITY - MATHER FIELD (9758)	SACRAMENTO	95827	A						
10182 CROYDON WAY	T-MOBILE WEST CORP (SC06944A)	SACRAMENTO	95827	I						
10182 CROYDON WAY	VERIZON WIRELESS - ROUTIER ROAD	SACRAMENTO	95827	A						
10183 CROYDON WAY STE C	CLARUS LIGHTING, LLC	SACRAMENTO	95827	A	A					
421 CRYSTAL WAY	CALSTONE COMPANY, INC	GALT	95632	A	I					
809 CRYSTAL WAY	DRY CREEK RANCH GOLF COURSE	GALT	95632	A	A					
809 CRYSTAL WAY	CITY OF GALT GATEWAY WELL #14	GALT	95632	A						
7800 CUCAMONGA AVE	NATIONAL CONCRETE CUTTING CO	SACRAMENTO	95826	A	A					
7830 CUCAMONGA AVE STE 19	STENVICK PAINTING & FINISHING	SACRAMENTO	95826	A	A					
7830 CUCAMONGA AVE STE 23	HEAVEN HIGH PRINTING	SACRAMENTO	95826		I					
7830 CUCAMONGA AVE STE 23	TRAILERTUG PRO LLC	SACRAMENTO	95826	I						
7850 CUCAMONGA AVE 30	AIRLESS SPRAY CENTER	SACRAMENTO	95826		I					
7850 CUCAMONGA AVE STE 31	PERFORMANCE TRANSMISSIONS	SACRAMENTO	95826	I	I					
7850 CUCAMONGA AVE STE 40	RECYCLING INDUSTRIES, INC	SACRAMENTO	95826	I	I					
7920 CUCAMONGA AVE	STATEWIDE SAFETY & SIGNS	SACRAMENTO	95826	I	I					
5210 CYPRESS AVE	CYPRESS WELL #20	CARMICHAEL	95608	I					I	
2275 DALE AVE	PACIFIC MECHANICAL SERVICES, INC	SACRAMENTO	95815	A	A					
7304 DALY AVE	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	A					I	
202 DANVILLE WAY	SACRAMENTO CITY WELL #124	SACRAMENTO	95838	A					A	
700 DARINA AVE STE A	RADIATOR MASTERS INC	SACRAMENTO	95815	I						
4343 DARTMOUTH DR	EVERGREEN WELL #1	SACRAMENTO	95841	I					I	
3141 DATA DR	HP ENTERPRISE SERVICES, LLC	RANCHO CORDOVA	95670	A	A	A				3
3355 DATA DR	FRANKLIN TEMPLETON COMPANIES, LLC	RANCHO CORDOVA	95670	A						
3400 DATA DR	CATHOLIC HEALTH CARE WEST	RANCHO CORDOVA	95670	A						
4946 DATE AVE	BERGHORST AUTO COLLISION REPAIR	SACRAMENTO	95841	I	I					
5124 DATE AVE	ALL AUTO	SACRAMENTO	95841		I					
5126 DATE AVE	BILL'S AUTOBODY REPAIRS	SACRAMENTO	95841		I					
5321 DATE AVE	VERIZON WIRELESS - WALERGA PARK	SACRAMENTO	95841	A						
5400 DATE AVE	CYCLE GEAR	SACRAMENTO	95841	I						
1010 N D ST	CULVER ARMATURE AND MOTOR	SACRAMENTO	95811		A					
1101 N D ST	GAMBOA'S BODY & FRAME, INC	SACRAMENTO	95811	A	A					
1101 N D ST	VERIZON WIRELESS - DOS RIOS	SACRAMENTO	95811	A						
1106 N D ST STE 9	WESTERN PRINTING INK	SACRAMENTO	95811	A	A					
422 D ST	C & J GUTHMILLER AUTO REPAIR	GALT	95632	I	I					
703 D ST	CPS POOL & SPA	GALT	95632	I						

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1013 D ST	CRYSTAL CREAM & BUTTER CO	SACRAMENTO	95814	I	I	I			I	1
1225 D ST	TONY'S EUROPEAN/ASIAN AUTO REP	SACRAMENTO	95814	I	I					
1606 D ST	C & L RADIATOR	SACRAMENTO	95814		I					
1614 D ST	TIME PRINTING INC	SACRAMENTO	95814		I					
1615 D ST	THE SALVATION ARMY - ADULT REHAB C	SACRAMENTO	95814	A	A					
1908 D ST	BROOKCREST	SACRAMENTO	95811	I	A					
2211 DEAN ST	PRO-SERV WOOD PRODUCTS LLC	MCCLELLAN	95652	I						
2263 DEAN ST STE 708	SURE WEST BROADBAND	MCCLELLAN	95652	I	I					
2263 DEAN ST	SUN GRO HORTICULTURE - PROCESSING	MCCLELLAN	95652	A	A					
2353 DEAN ST	SIERRA SINGLE PLY	MCCLELLAN	95652	I	I					
221 DEAN WAY	DICKSON MACHINES	FOLSOM	95630		I					
3905 DEEBLE ST	HOWARD & SON TRUCK SERVICE	SACRAMENTO	95820	A	A					
3951 DEEBLE ST	CNC AUTO BODY REPAIR	SACRAMENTO	95820		A					
3971 DEEBLE ST	FERNALIS AUTO WORKS & SALES	SACRAMENTO	95820	A	A					
4000 DEEBLE ST	LIFETIME SHINGLE	SACRAMENTO	95820	I						
4000 DEEBLE ST	EDGE WORKS GRANITE & MARBLE INC	SACRAMENTO	95820	I						
4005 DEEBLE ST	JIM SILVA CONCRETE, INC	SACRAMENTO	95820	A						
4095 DEEBLE ST	TRU GREEN LANDCARE	SACRAMENTO	95820	I	I					
796 DEL PASO BLVD	ODELL'S PUMP & MOTOR	SACRAMENTO	95815	I	I					
903 DEL PASO BLVD	SUBWAY TRUCK PARTS, INC	SACRAMENTO	95815	A	A					
924 DEL PASO BLVD	DEL PASO VETERINARY CLINIC	SACRAMENTO	95815		I					
930 DEL PASO BLVD	SIERRA BATTERY	SACRAMENTO	95815		I					
1019 DEL PASO BLVD	IRON ANGEL	SACRAMENTO	95815	I						
1101 DEL PASO BLVD	CHATFIELD'S AUTO DISMANTLERS	SACRAMENTO	95815	A	A					
1113 DEL PASO BLVD	DEL PASO PIPE & STEEL	SACRAMENTO	95815	I	I					
1314 DEL PASO BLVD	LIL BEARS CAR WASH	SACRAMENTO	95815		I					
1319 DEL PASO BLVD	MARQUIS CUSTOM CYCLES	SACRAMENTO	95815	I	I					
1434 DEL PASO BLVD	AMERICAN ICE COMPANY	SACRAMENTO	95815	I	I				I	
1442 DEL PASO BLVD	AMERICAN SHEET METAL CO INC	SACRAMENTO	95815	I						
1500 DEL PASO BLVD	CHOICE #2	SACRAMENTO	95815	I	I	I				3
1701 DEL PASO BLVD	J & N AUTOMOTIVE REPAIR CENTER	SACRAMENTO	95815		I					
1701 DEL PASO BLVD	LUIE'S AUTO REPAIR	SACRAMENTO	95815	I	I					
1709 DEL PASO BLVD	AUSTIN'S UPTOWN PHOTO	SACRAMENTO	95815		I					
1805 DEL PASO BLVD	BETTERBUILT TRANSMISSION	SACRAMENTO	95815	I	I					
2125 DEL PASO BLVD	ROSCOE D COOK INC	SACRAMENTO	95815	I						
2201 DEL PASO BLVD	BEST CLEANERS	SACRAMENTO	95815	A	A					
2400 DEL PASO BLVD	SHELL	SACRAMENTO	95815	A	A	A				3
2419 DEL PASO BLVD	RITE AID #6070	SACRAMENTO	95815	I	A					
2421 DEL PASO BLVD	O'REILLY AUTO PARTS #2832	SACRAMENTO	95815	A	A					
2534 DEL PASO BLVD	SACRAMENTO TBA	SACRAMENTO	95815	A						
2541 DEL PASO BLVD	CENTRAL PRINTING	SACRAMENTO	95815	I	I					
2545 DEL PASO BLVD	FLETCHER'S TRANSMISSION	SACRAMENTO	95815	A	A					
2968 DEL PASO BLVD STE 2	BUDGET TOWING AND ROAD SERVICE	SACRAMENTO	95815	I	I					

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2968 DEL PASO BLVD STE 4	BUDGET TOWING AND ROAD SERVICE	SACRAMENTO	95815	A	A					
3237 DEL PASO BLVD	EFRAIN F TOLEDO DDS	SACRAMENTO	95815		I					
3521 DEL PASO BLVD	WALGREENS #10114	SACRAMENTO	95835	A	A					
701 DEL PASO RD	SERVPRO OF CITRUS HEIGHTS ROSEVIL	SACRAMENTO	95834	I						
705 DEL PASO RD	SCHINDLER ELEVATOR CORP	SACRAMENTO	95835	I	I					
737 DEL PASO RD	CREATIVE DESIGN INTERIORS	SACRAMENTO	95834	A						
918 DEL PASO RD	CITY OF SAC - NORTH AREA CORP YARD	SACRAMENTO	95834	A	A	I				6
1020 DEL PASO RD STE 100	PARR CABINET OUTLET	SACRAMENTO	95834		I					
1020 DEL PASO RD STE 130	WING WORX	SACRAMENTO	95834	I	I					
1020 DEL PASO RD STE 200	MIDAS OF NATOMAS	SACRAMENTO	95834	A	A					
1120 DEL PASO RD	INTERPRESS TECHNOLOGIES, INC	SACRAMENTO	95834	A	A					
1200 DEL PASO RD STE 120	SHERWIN-WILLIAMS STORE #8607	SACRAMENTO	95834	A	A					
1200 DEL PASO RD STE 140	KNIESEL'S COLLISION CENTER OF NATO	SACRAMENTO	95834	A	A					
1300 DEL PASO RD	CAMPBELL BEWLEY INC	SACRAMENTO	95834	I	I					
2221 DEL PASO RD	PARK PLACE SHELL #36	SACRAMENTO	95835	A	A	A				3
2700 DEL PASO RD	CHEVRON STATION #210286	SACRAMENTO	95834	A	A	A				2
2751 DEL PASO RD	RITE AID #6448	SACRAMENTO	95835	I	A					
2811 DEL PASO RD	SAFeway FUEL CENTER #2697	SACRAMENTO	95835	A	A	A				3
2851 DEL PASO RD	SAFeway FOOD & DRUG #2697	SACRAMENTO	95835	I						
4390 DEL PASO RD	VERIZON WIRELESS - NATOMAS	SACRAMENTO	95834	A						
729 W DEL PASO RD	SACRAMENTO MACHINERY COMPANY	SACRAMENTO	95835	I	I					
770 W DEL PASO RD	POOLMASTER, INC	SACRAMENTO	95834	A	A					
829 W DEL PASO RD	NATOMAS AUTO BODY & PAINT, INC	SACRAMENTO	95835	A	A					
4408 DEL RIO RD	PRIME SUPERMARKET	SACRAMENTO	95822	I						
151 DELANO ST	L & G MOWER SHOP	ELVERTA	95626	A	A					
601 W DELANO ST	AIR BLOWN CONCRETE	ELVERTA	95626	A	A					
606 W DELANO ST	AT&T MOBILITY-RIO LINDA (9726)	ELVERTA	95626	A						
606 W DELANO ST	KGBY - TRANSMITTER SITE	ELVERTA	95626	A						
606 W DELANO ST	AMERICAN TOWER CORPORATION	ELVERTA	95626	A						
406 DELTA AVE	THE COMPLETE BOAT	ISLETON	95641	I	A					
8141 DEMETRE AVE	DHE	SACRAMENTO	95828	I	I					
8201 DEMETRE AVE BLDG 8	DEPENDABLE HIGHWAY EXPRESS	SACRAMENTO	95828	I	I					
8210 DEMETRE AVE	BOZANKAYA LLC	SACRAMENTO	95828	I						
8210 DEMETRE AVE	AIRCO MECHANICAL, INC	SACRAMENTO	95828	A	I					
8230 DEMETRE AVE	BRAND SCAFFOLD SERVICES	SACRAMENTO	95828	I						
8233 DEMETRE AVE	INSUL-THERM INTL, INC	SACRAMENTO	95828	I						
8300 DEMETRE AVE	DEPOT PARK MAINTENANCE	SACRAMENTO	95828	A	A					
8303 DEMETRE AVE BAYS 5&6	TOTAL SERVICE LOGISTICS INC	SACRAMENTO	95828	I						
8303 DEMETRE AVE	PERFECT IT BODY & PAINT INC	SACRAMENTO	95828	I	I					
8321 DEMETRE AVE	SERVICE PARTNERS SUPPLY LLC	SACRAMENTO	95828	A						
8341 DEMETRE AVE	PHANTOM FIREWORKS	SACRAMENTO	95828	A						
1261 DEPOT LN	THE LYMAN GROUP, INC	WALNUT GROVE	95690	A	A					
8186 DERBYSHIRE CIR	HUFT HEATING & AIR CONDITIONING	SACRAMENTO	95828		A					

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6500 DESMOND RD	NATURE CONSERVANCY/CONSUMNES R	GALT	95632	I						
5990 DEVECCHI AVE	BUCKLEY PARNELL HEAT & AIR	CITRUS HEIGHTS	95621	A						
3950 DEVELOPMENT DR STE A	FEDERAL EXPRESS -SMFA	SACRAMENTO	95838	A	A	I				1
3951 DEVELOPMENT DR STE 3	PALMERS PURSUIT SHOP	SACRAMENTO	95838	I	I					
15175 N DEVRIES RD	ALEX & SONS	LODI	95242	I						
4925 DEWEY DR	VERIZON WIRELESS - DEL CAMPO	FAIR OAKS	95628	A						
5365 DEWEY DR	CHEVRON DCGB, INC	FAIR OAKS	95628	A	A	A				3
5400 DEWEY DR	SAFEWAY FUEL STATION #1895-8	FAIR OAKS	95628	A	A	A				3
5409 DEWEY DR	DEWEY DENTAL GROUP	FAIR OAKS	95628		I					
5420 DEWEY DR	BEL AIR MARKET #3	FAIR OAKS	95628	I						
5420 DEWEY DR	CVS/PHARMACY #9199	FAIR OAKS	95628		A					
5450 DEWEY DR	SAFEWAY #1895	FAIR OAKS	95628	I						
5484 DEWEY DR, #A	BELL HARDWARE	FAIR OAKS	95628	I						
5490 DEWEY DR	SPEEDEE OIL CHANGE & TUNE UP	FAIR OAKS	95628	A	A					
5525 DEWEY DR	VERIZON WIRELESS (DEWEY)	FAIR OAKS	95628	A						
6144 DEWEY DR	WALGREENS #5152	CITRUS HEIGHTS	95621	I	A					
5411 DIABLO DR	COP ELKHORN 76 AUTOPULSE #255559	SACRAMENTO	95842	I	I	I				3
5414 DIABLO DR	M LANDES DC	SACRAMENTO	95842		I					
5713 DIABLO DR	CA AMERICAN WATER-DIABLO WELL	SACRAMENTO	95842	A						
1701 DIESEL DR	ATCO RUBBER PRODUCTS, INC	SACRAMENTO	95838	A						
1820 DIESEL DR	T-MOBILE WEST CORP (SC14226A)	SACRAMENTO	95838	I						
1835 DIESEL DR	AMERIMAX HOME PRODUCTS, INC	SACRAMENTO	95838	I	A					
1850 DIESEL DR	ARROW CONSTRUCTION	SACRAMENTO	95838	A	A					
1855 DIESEL DR STE 11	RUBEN'S AUTO BODY & PAINT	SACRAMENTO	95838		I					
1855 DIESEL DR 12	JAMES DEAN REBEL DESIGN	SACRAMENTO	95838	I	I					
1855 DIESEL DR, #2	LVIV FINE AUTO SERVICE & BODY	SACRAMENTO	95838		I					
1855 DIESEL DR STE 7	CHEMICAL CONSULTANTS	SACRAMENTO	95838	A						
1855 DIESEL DR 9	HFC AUTOMOTIVE	SACRAMENTO	95838	I	I					
1875 DIESEL DR STE 11	DRAEGER CONSTRUCTION	SACRAMENTO	95838		I					
7414 DILLARD RD	SCOTT HUSTON	SLOUGHHOUSE	95683	I	I					
8101 DILLARD RD	HMS FARMS	WILTON	95693	I						
8104 DILLARD RD	CAMPOS FAMILY ORCHARD	WILTON	95693	I						
9300 DILLARD RD	LUCCHETTI RANCH	WILTON	95693	I						
9695 DILLARD RD	GERMANY BROS PRINTING	WILTON	95693		I					
9797 DILLARD RD	DILLARD STORE	WILTON	95693	I		I				0
9800 DILLARD RD	WILTON FIRE PROTECTION DISTRICT	WILTON	95693	A	I	I				1
10469 DILLARD RD	EMMANUEL MACHADO	WILTON	95693	I						
10481 DILLARD RD	MACHADO WILTON	WILTON	95693	I						
9701 DINO DR 110	MIZAK CONSTRUCTORS INC	ELK GROVE	95624	I	I					
9701 DINO DR	BESAM AUTOMATED ENTRANCE SYS INC	ELK GROVE	95624		I					
9731 DINO DR STE 100	RYTINA FINE CLEANERS & LAUNDERERS	ELK GROVE	95624	I	I					
9731 DINO DR	BESAM AUTOMATED ENTRANCE SYS INC	ELK GROVE	95624		I					
9734 DINO DR STE C	AUTO BODY EXPRESSIONS, INC	ELK GROVE	95624	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
9735 DINO DR STE 100	JOHN DEERE LANDSCAPES BRANCH 154	ELK GROVE	95624	I						
9735 DINO DR # 110	HOLE IN THE WALL CABINETS INC	ELK GROVE	95624		I					
9744 DINO DR	ADVANCED AUTO REPAIR	ELK GROVE	95624	I	I					
9748 DINO DR STE A & B	BARNES & ZEHNDER AUTOMOTIVE	ELK GROVE	95624	A	A					
9751 DINO DR	VALLEY MOTOR PARTS	ELK GROVE	95624	A	A	I				1
9752 DINO DR A	A & E AUTO CARE	ELK GROVE	95624		I					
9765 DINO DR	FERRELL GAS LP	ELK GROVE	95624	A	A					
9765 DINO DR	DUPLICATE - SEE FA0008768	ELK GROVE	95624	I		I				
9765 DINO DR	INTERSTATE OIL COMPANY	ELK GROVE	95624	A	A	A				5
9780 DINO DR	MATHESON FAST FREIGHT, INC	ELK GROVE	95624	A	A	A				3
9797 DINO DR	ELK GROVE TRANSMISSIONS & AUTO RE	ELK GROVE	95624	A	A					
9818 DINO DR	ELK GROVE SERVICE - WELL #11	ELK GROVE	95624	I						
9824 DINO DR STE 100	ASPECT GLASS INC	ELK GROVE	95624		I					
9824 DINO DR STE 110	JC AUTOMOBILE REFINISHING	ELK GROVE	95624	A	A					
9825 DINO DR STE A	ZAYAS EXCAVATING INC	ELK GROVE	95624	I	I					
9825 DINO DR B	PORTER CONCRETE	ELK GROVE	95624	I	I					
9847 DINO DR	CENTERLINE STRIPING CO, INC	ELK GROVE	95624	A	A					
9851 DINO DR	BIANCHI PLUMBING	ELK GROVE	95624	I	I					
9854 DINO DR STE 1	ON THE SPOT RV & TRAILER REPAIR	ELK GROVE	95624	I	A					
9854 DINO DR STE 3	SPRAY TECH FINISHING	ELK GROVE	95624	I	A					
9854 DINO DR 6	JOHNSEN'S MOBILE EQUIPMENT REPAIR	ELK GROVE	95624	I	I					
9854 DINO DR STE 7	SUPERIOR AUTOMOTIVE SERVICE	ELK GROVE	95624	A	A					
9861 DINO DR	FLEETWASH, INC	ELK GROVE	95624	A	A					
9864 DINO DR STE 10	ON THE SPOT RV & TRAILER REPAIR	ELK GROVE	95624	I	I					
9864 DINO DR STE 1	EXPERT AUTOMOTIVE	ELK GROVE	95624	A	A					
9864 DINO DR STE 2	ASAP YARD TOOLS	ELK GROVE	95624	I	I					
9864 DINO DR 3	ON-SITE WELDING & EQUIPMENT REPAIR	ELK GROVE	95624	I						
9874 DINO DR STE 1	KIRKLAND & SON	ELK GROVE	95624	I	I					
9874 DINO DR STE 5	CUDA CLEANING SYSTEMS INC	ELK GROVE	95624	I	I					
9875 DINO DR	NEFF RENTAL-VALLEY RENTS & READY	ELK GROVE	95624	I	I					
DISCOVERY PARK DR	DISCOVERY PARK WELL (P-59)	SACRAMENTO	95833	I						
10929 DISK DR	PROGRESSIVE INSURANCE	RANCHO CORDOVA	95670	A						
11301 DISMANTLE CT	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	I	I					
11315 DISMANTLE CT STE 1	SILVER STAR RECYCLING INC	RANCHO CORDOVA	95742	I	I					
11315 DISMANTLE CT STE 2	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	I	I					
11315 DISMANTLE CT STE 2	MAZDA AUTO RECYCLING	RANCHO CORDOVA	95742	I	I					
11320 DISMANTLE CT	SIMS METAL MANAGEMENT	RANCHO CORDOVA	95742	A	A					
11337 DISMANTLE CT	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	A	A					
11355 DISMANTLE CT 2	HYUNDAI & ISUZU AUTO RECYCLER	RANCHO CORDOVA	95742		I					
11355 DISMANTLE CT STE 2	VOLVO SPECIALIZED RECYCLERS INC	RANCHO CORDOVA	95742	I	I					
11355 DISMANTLE CT	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95827	I	I					
575 DISPLAY WAY	TRUCK SITE	SACRAMENTO	95838	I	A					
625 DISPLAY WAY	UNITED RENTALS, INC	SACRAMENTO	95838	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
707 DISPLAY WAY	SACRAMENTO KENWORTH	SACRAMENTO	95838	A	A					
1045 DIXIEANNE AVE	ALLIED TRAILER SUPPLY	SACRAMENTO	95815	I	A					
1142 DIXIEANNE AVE	RV DOCTOR GEORGE	SACRAMENTO	95815	A	I					
1200 DIXIEANNE AVE	WALKER MECHANICAL INC	SACRAMENTO	95815	I		I				2
1200 DIXIEANNE AVE	PERFORMANCE COLOR RV	SACRAMENTO	95815	A	A					
1328 DIXIEANNE AVE	D & P PRODUCTS, INC	SACRAMENTO	95815	A	A					
1336 DIXIEANNE AVE	CAPITAL MAINTENANCE	SACRAMENTO	95815		I					
4211 DON JULIO BLVD	SASD DON JULIO PUMP STN (S015)	NORTH HIGHLANDS	95660	A					I	
4317 DON JULIO BLVD	DON JULIO WELL #24	SACRAMENTO	95842	I					I	
5026 DON JULIO BLVD	ISA: NORTH COUNTY CORP YARD	SACRAMENTO	95842	A	A	A				3
5026 DON JULIO BLVD	SASD NORTH AREA CORP YARD (NACY)	SACRAMENTO	95842	A						
5656 DON JULIO BLVD	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95843	A					I	
5929 DON WAY	ANTHONY'S AUTO CARE	CARMICHAEL	95608	A	A					
5934 DON WAY	GRAPHIC GRAFFITI	CARMICHAEL	95608		I					
5938 DON WAY	HENSLEYS ANTIQUE RESTORATION & S/	CARMICHAEL	95608		A					
5940 DON WAY STE B	TOP PERFORMANCE AUTO SERVICE, INC	CARMICHAEL	95608	A	A					
5942 DON WAY STE H	FREEMAN & YOUNG CONSTRUCTION, IN	CARMICHAEL	95608	A						
5946 DON WAY	WESTERN WELDING WORKS	CARMICHAEL	95608	A	I					
250 DOS RIOS ST STE C	SHERWIN-WILLIAMS CO #4397	SACRAMENTO	95811	A	A					
255 DOS RIOS ST	MANDAL TRUCK & TRAILER	SACRAMENTO	95811		I					
601 DOS RIOS ST	THE PARTY CONCIERGE	SACRAMENTO	95811	A	I					
701 DOS RIOS ST STE A	K & D WOODWORKS INC	SACRAMENTO	95811	I	I					
701 DOS RIOS ST STE B	TRI STAR AUTO CARE	SACRAMENTO	95811	I						
701 DOS RIOS ST	ZORIO	SACRAMENTO	95811	I	I					
DOSS WY/FRANKLIN BLVD	SASD PARKWAY CHLORINE STN	SACRAMENTO	95823	I					I	
DOUGLAS/FOLSOM SO CANAL RD	DOUGLAS RD METERING STATION (OWM	SACRAMENTO	95827	I					I	
2520 DOUGLAS BLVD STE 140	GARY M JONES DDS	ROSEVILLE			I					
2520 DOUGLAS BLVD SUIT 150	GREGORY PLUCKHAN DDS	ROSEVILLE	95661		I					
11375 DOUGLAS RD	FAA NORTHERN CALIFORNIA TERMINAL	MATHER	95655	A	A					
11499 DOUGLAS RD	CHEVRON WEST	RANCHO CORDOVA	95742	I	I					
11499 DOUGLAS RD	INSURANCE AUTO AUCTIONS	RANCHO CORDOVA	95742	A	A					
11505 DOUGLAS RD	THE BOEING CO (SIGMA)	RANCHO CORDOVA	95742	I	I					
1609 DREHER ST, #D	KENT LACIN MEDIA SERVICES	SACRAMENTO	95811		I					
DRY CREEK RD/MAGPIE CREEK	SACRAMENTO CITY WELL #154	SACRAMENTO	95838	A					A	
4500 DRY CREEK RD STE 4	DUPREE'S AUTOMOTIVE SERVICES	SACRAMENTO	95838	I	I					
4500 DRY CREEK RD STE 8	DISCOUNT AUTOMATICS, INC	SACRAMENTO	95838	A	A					
4632 DRY CREEK RD	GOMEZ TIRE SHOP	SACRAMENTO	95838	I	I					
4640 DRY CREEK RD	CHAVAS AUTO REPAIR	SACRAMENTO	95838	I	I					
4659 DRY CREEK RD	THRIFTWAY MARKET [HM]	SACRAMENTO	95838	I						
5325 DRY CREEK RD STE D	MERKES AUTO SERVICE	SACRAMENTO	95838	I	I					
5325 DRY CREEK RD	F & M AUTO DISMANTLING	SACRAMENTO	95838	A	A					
5325 DRY CREEK RD	SERGEY MESROBYAN AUTO DISMANTLE	SACRAMENTO	95838	A	A					
5444 DRY CREEK RD	CGRS INC	SACRAMENTO	95838	I						

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5845 DRY CREEK RD	COPE & MCPHETRES MARINE AT BELL A	RIO LINDA	95673	I	I					
6007 DRY CREEK RD	STOP AND SHOP MARKET	RIO LINDA	95673	A	A	A				3
6309 DRY CREEK RD	RIO LINDA SENIOR HIGH SCHOOL [HM]	RIO LINDA	95673	A	A					
6440 DRY CREEK RD	AT & T MOBILITY - DRY CREEK- RIO LIND	RIO LINDA	95673	A						
4100 DUCKHORN DR	UNIVERSAL TECHNICAL INSTITUTE	SACRAMENTO	95834	A	A					
4682 DUCKHORN DR	UNIVERSAL FLOORING INC	SACRAMENTO	95834	I						
4304 DUDLEY BLVD STE 411	CALIFORNIA DEPT OF TRANSPORTATION	MCCLELLAN	95652	A	A					
4318 DUDLEY BLVD BLDG 475E	SOUTHWESTERN WIRE, INC	MCCLELLAN	95652	A	A					
4318 DUDLEY BLVD BLDG 475F3	TRUE NORTH BRIDGED COMPOSITES	MCCLELLAN	95652	A						
4318 DUDLEY BLVD STE 475-F	ROYAL TRUCK BODY	MCCLELLAN	95652	I	I					
4318 DUDLEY BLVD BLDG 475-G	POLAR SERVICE CENTERS	MCCLELLAN	95652	A						
4342 DUDLEY BLVD STE 200	HAMILTON-CLARKE INDUSTRIES	MCCLELLAN	95652	I	I					
4342 DUDLEY BLVD BLDG 475A	VENEERSTONE	MCCLELLAN	95652	I	I					
4348 DUDLEY BLVD STE 500	MCCLELLAN BUSINESS PARK LLC	MCCLELLAN	95652	I	I					
4423 DUDLEY BLVD	US POWDER COATING, INC	MCCLELLAN	95652	A	A					
4425 DUDLEY BLVD	SAC METRO FIRE FLEET SHOP	MCCLELLAN	95652	A	A					
4536 DUDLEY BLVD STE 450	MCCLELLAN GAS TURBINE FACILITY	MCCLELLAN	95652	A	A			A		
4545 DUDLEY BLVD	MCCLELLAN JET SERVICES	NORTH HIGHLANDS	95652	A	A	I				4
4545 DUDLEY BLVD	INTERSTATE OIL CO	MCCLELLAN	95652	A	A					
4806 DUDLEY BLVD	SASD MCCLELLAN PUMP STATION (S116	MCCLELLAN	95652	A						
4916 DUDLEY BLVD	OZARK TRUCKING, INC	MCCLELLAN	95652	A	A					
5520 DUDLEY BLVD BLDG 900	TOOLEY OIL #7	NORTH HIGHLANDS	95652	A	A	A				4
DUNISCH/LAGUNA BLVD	MSA: W STOCKTON BLVD WELL (W74)	ELK GROVE	95758	A						
8008 DUTCH HAVEN BLVD	ELVERTA FOOD & LIQUOR	ELVERTA	95626	A	A	A				3
3132 DWIGHT RD STE 300	CIMARRON OF CALIFORNIA	ELK GROVE	95758	I	I					
3132 DWIGHT RD STE 400	CIMARRON OFFICE FURNITURE SVCS IN	ELK GROVE	95758	I	A					
3200 DWIGHT RD STE 100	GNB CORPORATION	ELK GROVE	95758	A	A					
3200 DWIGHT RD 400	YT GLASS & WINDOWS INC	ELK GROVE	95758	I						
3233 DWIGHT RD	ISOLA GROUP	ELK GROVE	95758	A	A					
3233 DWIGHT RD	T-MOBILE WEST CORP (SC06702A)	ELK GROVE	95758	I						
3238 DWIGHT RD	CARDINAL HEALTH, INC	ELK GROVE	95758	A	A					
3248 DWIGHT RD	AT&T MOBILITY-LAGUNA DWIGHT RD (97	ELK GROVE	95758	A						
3500 DWIGHT RD	MSA: DWIGHT ROAD WATER TREATMEN	ELK GROVE	95758	A		I			I	1
E SIDE B-80/NE LEVEE AMER RV	MSA: SAN 2 PUMP STATION (S023)	SACRAMENTO	95815	A					I	
4212 EAGLE RIDGE DR	CALIFORNIA-AMERICAN WATER	NORTH HIGHLANDS	95843	A					I	
6925 EAGLES NEST RD	AT & T MOBILITY-SOUTH SUNRISE (9761)	MATHER AFB	95830	A						
7700 EAGLES NEST RD	TIESSEN & WAEGELL	SACRAMENTO	95830	I	I					
7201 EARHART DR	CHEVRON SACRAMENTO INTERNATIONAL	SACRAMENTO	95837	I		I				1
7201 EARHART DR	SAC INT'L AIRPORT--AIRCRAFT RESCUE	SACRAMENTO	95837	A	I					
7201 EARHART DR	PS TRADING INC TANK FARM	SACRAMENTO	95837	I	I			I		
7201 EARHART DR	ALLIED AVIATION FUELING CO INC	SACRAMENTO	95837	I	I					
7207 EARHART DR	INT'L AIRPORT- MAINTENANCE DIV	SACRAMENTO	95837	A	A	A				3
7207 EARHART DR	INT'L AIRPORT--AIRFIELD MAINT	SACRAMENTO	95837	I	I					

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7287 EARHART DR	SACRAMENTO INTERNATIONAL AIRPORT	SACRAMENTO	95837	I						
7330 EARHART DR	ALLIED AVIATION FUELING CO INC	SACRAMENTO	95837	A	A					
E EARHART DR	DUPLICATE - SEE FA0018662	SACRAMENTO	95837	I						
7001 EAST PKWY	FLORIN COMMERCIAL FUEL	SACRAMENTO	95823	A	A	A				3
7040 EAST PKWY	AT&T MOBILITY - FLORIN/FRANKLIN (972)	SACRAMENTO	95823	A						
1444 EASTERN AVE	SACRAMENTO METRO FIRE STATION 110	SACRAMENTO	95864	A						
2605 EASTERN AVE, #1	JOHN D ORSI DDS	SACRAMENTO	95821		I					
2605 EASTERN AVE 2	ERIC WONG DDS	SACRAMENTO	95821		I					
2605 EASTERN AVE 3	MARK H HOLT DDS	SACRAMENTO	95821		I					
2605 EASTERN AVE, #4	KEVIN M KEANE DDS	SACRAMENTO	95821		I					
2605 EASTERN AVE 5	DOUGLAS MCCREARY DDS	SACRAMENTO	95821		I					
2605 EASTERN AVE 6	SCOTT LAMBERT DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE, #1	STEPHEN E HAUN DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE, #2	MARK KUJIROKA DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE, #3	STEPHEN C OTT DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE STE 4	STEPHEN R ESTES DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE, #5	MICHAEL L GREEN DDS	SACRAMENTO	95821		I					
2821 EASTERN AVE, #6	GREGORY K TUTTLE DDS	SACRAMENTO	95821		I					
2835 EASTERN AVE STE 2	ARTISTIC DENTAL DESIGN STUDIO	SACRAMENTO	95821	A						
2835 EASTERN AVE, #3	MARK E WHITE DDS	SACRAMENTO	95821		I					
3300 EASTERN AVE REAR	SSW DISTRICT EASTERN/WOODSIDE CH	SACRAMENTO	95821	A						
9660 ECOLOGY LN	SASD 226 BRADSHAW MAINT YARD	SACRAMENTO	95827	I	I				I	
9660 ECOLOGY LN	COUNTY OF SACRAMENTO THWC	SACRAMENTO	95827		I			I		
9660 ECOLOGY LN	226 MAINTENANCE YARD	SACRAMENTO	95827	A	A					
11146 ED RAU	TONY VAN STEYN	ELK GROVE	95758	I						
EDEN CT	SSW DISTRICT EDEN/ROOT WELL #32-A	CARMICHAEL	95608	A						
3681 EDINGTON DR	NORTH DOUGLAS WATER TREATMENT P	RANCHO CORDOVA	95742	A						
2533 EDISON AVE	STOP & SHOP	SACRAMENTO	95821	I		I				2
412 E ST	BEST AIR MECHANICAL INC	GALT	95632		I					
931 E ST	MAUSER AVIATION, INC	RIO LINDA	95673	A	A					
1105 E ST	BLUE MOON PRINTING & GRAPHICS	SACRAMENTO	95814		I					
1619 E ST STE A	THE SCOOT SHOP	SACRAMENTO	95814		I					
1619 E ST STE B	ROSTEN REMODELING, INC	SACRAMENTO	95814	A	I					
1619 E ST	16TH STREET AUTO REPAIR INC	SACRAMENTO	95814	I	I					
1819 E ST	TOM'S PRINTING, INC	SACRAMENTO	95811	A	A			I		
1931 E ST	SHASTA LINEN SUPPLY	SACRAMENTO	95811	A	A					
2256 E ST	THE AUTOBODY WORKSHOP	RIO LINDA	95673		I					
3020 E ST	MARK PEDRONCELLI DC	SACRAMENTO	95816		I					
3429 E ST 8	PAT'S CANVAS	NORTH HIGHLANDS	95660	I						
295 EL CAMINO AVE	ACE AUTO SALES & SERVICE	SACRAMENTO	95815		A					
300 EL CAMINO AVE	FILL N SAVE	SACRAMENTO	95815	A	A	A				2
400 EL CAMINO AVE	KING'S SUPERMARKET	SACRAMENTO	95815	I						
646 EL CAMINO AVE	ROBERT E CLIFFORD DDS	SACRAMENTO	95815		I					

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840 EL CAMINO AVE	WALGREEN'S #11262	SACRAMENTO	95815	A	A					
951 EL CAMINO AVE	GREAT ESCAPES RV CENTER INC	SACRAMENTO	95815	I	I					
1010 EL CAMINO AVE A	SAFARI RV PARTS	SACRAMENTO	95815	I						
1010 EL CAMINO AVE STE B-A	TRANSMISSIONS ONLY	SACRAMENTO	95815	A	A					
1010 EL CAMINO AVE BD	J MORRIS COMPANY	SACRAMENTO	95815	I						
1010 EL CAMINO AVE, #BF	OCTAVIO'S SHOP	SACRAMENTO	95815	I	I					
1051 EL CAMINO AVE	RV'S OF SACRAMENTO	SACRAMENTO	95815	A						
1064 EL CAMINO AVE STE B	AMERICAN MOTOR HOME	SACRAMENTO	95815	I						
1064 EL CAMINO AVE	ADVENTURE AMERICA RV RENTALS	SACRAMENTO	95815	I						
1071 EL CAMINO AVE	O & J'S AUTO REPAIR	SACRAMENTO	95815	I	I					
1104 EL CAMINO AVE	PAN PACIFIC RV CENTERS, INC	SACRAMENTO	95815	A	I					
1188 EL CAMINO AVE	HAPPY DAZE RV'S	SACRAMENTO	95815	A	I					
1199 EL CAMINO AVE	HAPPY DAZE RV'S	SACRAMENTO	95815	I	I					
1251 EL CAMINO AVE	ORO WHEAT	SACRAMENTO	95815	I	I					
1301 EL CAMINO AVE	AUTO CENTER	SACRAMENTO	95815		I					
1401 EL CAMINO AVE	VERIZON WIRELESS - VAN NESS	SACRAMENTO	95815	A						
1500 EL CAMINO AVE STE K	MODERN CLASSIC AUTOMOTIVE, INC	SACRAMENTO	95815	A	A					
1504 EL CAMINO AVE	TRI STAR AUTO CARE	SACRAMENTO	95815	A						
1508 EL CAMINO AVE	FUTURE FUNDRAISING	SACRAMENTO	95815	I	I					
1510 EL CAMINO AVE STE B	FUTURE FUNDRAISING	SACRAMENTO	95815	I	I					
1510 EL CAMINO AVE	RCA AUTO SALES	SACRAMENTO	95815	I	I					
1512 EL CAMINO AVE	JORDAN'S AUTO SALES	SACRAMENTO	95815	I	I					
1525 EL CAMINO AVE	PRECISION PRINTING	SACRAMENTO	95815		I					
1530 EL CAMINO AVE	DOLPHIN SCUBA CENTER	SACRAMENTO	95815	A	I					
1600 EL CAMINO AVE	SINCLAIR PAINT CO #61	SACRAMENTO	95815	I						
1600 EL CAMINO AVE	ICI DULUX PAINTS	SACRAMENTO	95815	I	I					
1620 EL CAMINO AVE	BUGFORMANCE	SACRAMENTO	95815	A	A					
1650 EL CAMINO AVE	U-HAUL AT EL CAMINO AVENUE	SACRAMENTO	95815	A	I					
1655 EL CAMINO AVE	CAMBLIN STEEL SERVICE, INC	SACRAMENTO	95815	A	A					
1900 EL CAMINO AVE	4 WHEEL PARTS	SACRAMENTO	95815	A	A					
1917 EL CAMINO AVE	STANDARD AUTO CARE	SACRAMENTO	95815	I	I					
1925 EL CAMINO AVE	HAPPY DAZE RV & CAMPER	SACRAMENTO	95815	I	I					
1936 EL CAMINO AVE	LINVILLE BROS TIRE & ALIGNMENT	SACRAMENTO	95815	A	A					
1950 EL CAMINO AVE	M K AUTO INC	SACRAMENTO	95815	I	I					
1952 EL CAMINO AVE	S & R AUTO REPAIR	SACRAMENTO	95815	A	A					
2001 EL CAMINO AVE	FORMULA ONE	SACRAMENTO	95821		I					
2007 EL CAMINO AVE	PRECISION PRINTING	SACRAMENTO	95815		I					
2101 EL CAMINO AVE	FAST N EASY FOOD MARKET	SACRAMENTO	95821	A	A	A				3
2120 EL CAMINO AVE	SIERRA COPY INC	SACRAMENTO	95821	I	I					
2159 EL CAMINO AVE	MARINE MAX	SACRAMENTO	95821	I	I					
2160 EL CAMINO AVE	AUTO ZONE #5602	SACRAMENTO	95821	I	I					
2199 EL CAMINO AVE	KINGS GAS	SACRAMENTO	95821	A	A	A				3
2200 EL CAMINO AVE	ARCO AM PM FACILITY #82812	SACRAMENTO	95821	A	A	A				3

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
2201 EL CAMINO AVE	SACTO EMERGENCY VET CLINIC	SACRAMENTO	95821		I					
2209 EL CAMINO AVE	THE FORMS OUTLET INC	SACRAMENTO	95821		I					
2214 EL CAMINO AVE	RITE AID #6075	SACRAMENTO	95821	I	A					
2224 EL CAMINO AVE	99 CENTS ONLY STORE	SACRAMENTO	95821	I	A					
2281 EL CAMINO AVE	TESORO/SHELL #68197	SACRAMENTO	95821	A	A	A				4
2301 EL CAMINO AVE	THE CAR CZAR, INC	SACRAMENTO	95821	A	A					
2325 EL CAMINO AVE	DRAEGER CONSTRUCTION	SACRAMENTO	95821	I						
2621 EL CAMINO AVE STE B	AFFORDABLE AUTO SERVICE & REPAIR	SACRAMENTO	95821	A	A					
2628 EL CAMINO AVE, #B7	M MICHELLE INOUYE DDS	SACRAMENTO	95821		I					
2628 EL CAMINO AVE, #C10	CAPITAL CARE DENTISTRY	SACRAMENTO	95821		I					
3007 EL CAMINO AVE, #B	JACK KAMMERAAD DC	SACRAMENTO	95821		I					
3300 EL CAMINO AVE	WALTER A WINFREY DDS	SACRAMENTO	95821		I					
3310 EL CAMINO AVE	DEPT OF WATER RESOURCES	SACRAMENTO	95825	A	A	A				1
3337 EL CAMINO AVE	YUEN NGUYEN DDS	SACRAMENTO	95821		I					
3339 EL CAMINO AVE	ALWARD CHIROPRACTIC	SACRAMENTO	95821		I					
3360 EL CAMINO AVE	SAM'S CLUB #6623	SACRAMENTO	95821	A	A					
3382 EL CAMINO AVE STE 31	VERIZON WIRELESS-COUNTRY CLUB	SACRAMENTO	95821	A						
3400 EL CAMINO AVE	LONGS DRUGS #101 [HM]	SACRAMENTO	95821	I						
3400 EL CAMINO AVE	MICHAEL'S STORE 5814	SACRAMENTO	95821	I	A					
3449 EL CAMINO AVE	WATT AVE VALERO	SACRAMENTO	95821	A	A	A				4
3460 EL CAMINO AVE	MONTGOMERY WARD #2401	SACRAMENTO	95821	I	I					
3460 EL CAMINO AVE	WAL-MART STORE #5230	SACRAMENTO	95821	A	A					
3464 EL CAMINO AVE	PACIFIC BELL TELEPHONE CO - AT & T C	SACRAMENTO	95821	A						
3500 EL CAMINO AVE	MACY'S WEST INC	SACRAMENTO	95825	A	A	I				1
3501 EL CAMINO AVE	QUICK SAVE MART	SACRAMENTO	95821	A	A	A				3
3535 EL CAMINO AVE	EMIGH'S CASUAL LIVING	SACRAMENTO	95821	A						
3555 EL CAMINO AVE	EMIGH HARDWARE CO INC [HM]	SACRAMENTO	95821	A	I					
3960 EL CAMINO AVE, #1	GORDON L DOUGLASS DDS	SACRAMENTO	95821		I					
3960 EL CAMINO AVE, #2	TIMOTHY R LUTZ DDS	SACRAMENTO	95821		I					
3960 EL CAMINO AVE 3	JOHN B CHILDERS DDS	SACRAMENTO	95821		I					
3960 EL CAMINO AVE, #4	ROBERT N KATIBAH DDS	SACRAMENTO	95821		I					
3960 EL CAMINO AVE, #5	F GORDON LOVERIDGE DDS	SACRAMENTO	95821		I					
4000 EL CAMINO AVE STE A	EL CAMINO VETERINARY HOSPITAL	SACRAMENTO	95821		I					
4301 EL CAMINO AVE	DR PERRAULT	SACRAMENTO	95821		I					
4616 EL CAMINO AVE	CARL F KELLER DC	SACRAMENTO	95821		I					
4625 EL CAMINO AVE STE B	HORIZON SMOG	SACRAMENTO	95821		I					
4625 EL CAMINO AVE	SILVER GAS & FOOD	SACRAMENTO	95821	A	A	A				3
4646 EL CAMINO AVE	EAGLE GAS & LIQUOR	SACRAMENTO	95821	A	A	A				3
4701 EL CAMINO AVE	CARMICHAEL AUTOMOTIVE	CARMICHAEL	95608	I	I	I				1
4725 EL CAMINO AVE	A S VOLPERT DC	CARMICHAEL	95608		I					
4746 EL CAMINO AVE	VERIZON WIRELESS - CAMINO MISSION	CARMICHAEL	95608	A						
5040 EL CAMINO AVE	GUPTA GASOLINE LLC	CARMICHAEL	95608	A	A	A				3
5100 EL CAMINO AVE	FLETCHER'S AUTOMOTIVE	CARMICHAEL	95608	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
5101 EL CAMINO AVE	CAR NATION AUTO CARE	CARMICHAEL	95608	I	I		I			
5101 EL CAMINO AVE	EL CAMINO SMOG & REPAIR	CARMICHAEL	95608	A	A					
1500 W EL CAMINO AVE 14	DISCOVERY PLAZA VETERINARY CLINIC	SACRAMENTO	95833		I					
1500 W EL CAMINO AVE STE 7	SAGE CLEANERS	SACRAMENTO	95833	A	A					
1520 W EL CAMINO AVE	CLIFFORD A CHOW DDS	SACRAMENTO	95833		I					
1540 W EL CAMINO AVE	BEL AIR SUPERMARKET #510	SACRAMENTO	95833	I						
1550 W EL CAMINO AVE	ARENA CHIROPRACTIC OFFICE	SACRAMENTO	95833		I					
1587 W EL CAMINO AVE	CVS PHARMACY #2290	SACRAMENTO	95833	I	A					
1599 W EL CAMINO AVE	SHELL FACILITY #139624	SACRAMENTO	95833	A	A	A				3
1620 W EL CAMINO AVE, #145	LABRADO CHIROPRACTIC	SACRAMENTO	95833		I					
1620 W EL CAMINO AVE STE 175	SWANSON'S CLEANERS	SACRAMENTO	95833	I	I					
2000 W EL CAMINO AVE	VERIZON WIRELESS - TRUXEL	SACRAMENTO	95833	A						
2030 W EL CAMINO AVE	KVIE, INC	SACRAMENTO	95833	A						
2738 EL CENTRO RD	EL CENTRO CHEVRON	SACRAMENTO	95833	A	A	A				4
2828 EL CENTRO RD	SACRAMENTO 49ER TRAVEL PLAZA	SACRAMENTO	95833	A	A	A				5
2840 EL CENTRO RD	T-MOBILE WEST CORP (SC06059A)	SACRAMENTO	95833	I						
2850 EL CENTRO RD	PAPE MACHINERY, INC	SACRAMENTO	95833	A	A					
3650 EL CENTRO RD	PETERSON PACIFIC CORP	SACRAMENTO	95834	I	I					
3650 EL CENTRO RD	JODY'S WATER TRUCK	SACRAMENTO	95834	I						
3705 EL CENTRO RD	PERRY FARMS	SACRAMENTO	95834	I	I					
3751 EL CENTRO RD	DHILLONS RANCH	SACRAMENTO	95834	I						
3845 EL CENTRO RD	BASTIAO FARMS	SACRAMENTO	95834	I	I					
791 EL DORADO WAY	BINGSON WONG DDS	SACRAMENTO	95819		I					
1300 EL MONTE AVE	NATOMAS AUTO BODY & PAINT, INC	SACRAMENTO	95815	A	A					
1322 EL MONTE AVE	CROWN COUNTER TOPS	SACRAMENTO	95815	I	I					
1935 EL MONTE AVE	DONALD MACDONALD DDS	SACRAMENTO	95815		I					
7800 EL RIO AVE	CVC EQUIPMENT LLC	ELVERTA	95626	A	A					
2502 EL SUTTON LN C	GEARHEAD GARAGE	SACRAMENTO	95821		I					
2502 EL SUTTON LN D	TIPTON'S AUTO	SACRAMENTO	95821		I					
2508 EL SUTTON LN A	ZAND AUTO CENTER INC	SACRAMENTO	95821		I					
2510 EL SUTTON LN	AT&T MOBILITY-MARCONI- FULTON (9779	SACRAMENTO	95821	A						
2510 EL SUTTON LN	AT&T MOBILITY	SACRAMENTO	95821	I						
2528 EL SUTTON LN C	U-SAVE AUTO SALE	SACRAMENTO	95821		I					
2528 EL SUTTON LN D	PRECISION AUTO & BRAKES	SACRAMENTO	95821		I					
2530 EL SUTTON LN STE A	FULTON F'S AUTO AID	SACRAMENTO	95821	A	A					
2535 EL SUTTON LN	SUNSHINE DETAIL	SACRAMENTO	95821		I					
2535 EL SUTTON LN	ISA: SHERIFF'S MARCONI STATION	SACRAMENTO	95821	A	A					
7911 EL VERANO AVE	NITRO-GREEN	ELVERTA	95626	I	I					
6050 ELDER CREEK RD	CAR CAGE MOTORS, INC	SACRAMENTO	95824	A	A					
6060 ELDER CREEK RD	FAR EAST AUTO REPAIR	SACRAMENTO	95824	A	A					
6080 ELDER CREEK RD	CALIFORNIA TRANSPORT & REPAIR	SACRAMENTO	95824		I					
8024 ELDER CREEK RD	ARCO AM/PM #05424	SACRAMENTO	95824	A	A	A				3
8101 ELDER CREEK RD STE A	VT SCREEN ARTS	SACRAMENTO	95824	I	I					

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8101 ELDER CREEK RD STE K	TRANSTECH TRANSMISSIONS	SACRAMENTO	95824	A	A					
8115 ELDER CREEK RD STE F	RALLY MUFFLER	SACRAMENTO	95824	I						
8115 ELDER CREEK RD STE L	CAR FIX MASTERS	SACRAMENTO	95824	I	I					
8115 ELDER CREEK RD STE N	A & E AUTO REPAIR	SACRAMENTO	95824	A	A					
8115 ELDER CREEK RD STE R	UNLIMITED AUTO REPAIR	SACRAMENTO	95824	A	A					
8135 ELDER CREEK RD	TIA ROSA BAKERY OF SACRAMENTO INC	SACRAMENTO	95824	I						
8139 ELDER CREEK RD	BIG BEAR FIRE WORKS INC	SACRAMENTO	95824	I						
8141 ELDER CREEK RD	LEVIN'S AUTO SUPPLY, LLC	SACRAMENTO	95824	A	I					
8176 ELDER CREEK RD	BUXTON'S AUTO TRANSPORT, INC	SACRAMENTO	95824	I	I					
8180 ELDER CREEK RD	ALLIANCE AUTO BODY INC	SACRAMENTO	95824	I	I					
8184 ELDER CREEK RD	NORTHSTAR AUTO BODY	SACRAMENTO	95824	I	I					
8186 ELDER CREEK RD STE B	ACE AUTO RESTORATION CENTER	SACRAMENTO	95824	I	I					
8186 ELDER CREEK RD	ACCU-TECH UNLIMITED	SACRAMENTO	95824	I	I					
8188 ELDER CREEK RD	AUTO BODY SPECIALIST	SACRAMENTO	95824	I	I					
8191 ELDER CREEK RD	EASTMAN BUILDING PRODUCTS	SACRAMENTO	95824	A						
8200 ELDER CREEK RD	OUTSOURCE FLEET SERVICES, INC	SACRAMENTO	95824	A	A					
8200 ELDER CREEK RD	FED EX GROUND	SACRAMENTO	95824	A	A	A				1
8277 ELDER CREEK RD	NAVY OPERATIONAL SUPPORT CENTER	SACRAMENTO	95828	A	A					
8280 ELDER CREEK RD	LIFETIME DOORS INC	SACRAMENTO	95828	I	I					
8360 ELDER CREEK RD	AMERICAN BUILDING SUPPLY, INC	SACRAMENTO	95828	A	A					
8394 ELDER CREEK RD	SHAHI LOGISTICS	SACRAMENTO	95828	I	I					
8420 ELDER CREEK RD BLDG A1	SUNSHINE PAD & FOAM RECYCLING	SACRAMENTO	95828	I						
8420 ELDER CREEK RD STE A2	QT AUTO COLLISION & REPAIR	SACRAMENTO	95828	I	A					
8460 ELDER CREEK RD STE A	PRODUCTION CONSULTING & SERVICE I	SACRAMENTO	95828	A	A					
8460 ELDER CREEK RD STE B	OFFSET SERVICES	SACRAMENTO	95828	I	I					
8480 ELDER CREEK RD	AMREP, INC	SACRAMENTO	95828	A	A					
8535 ELDER CREEK RD STE 100	JC CONSTRUCTION INNOVATION, INC	SACRAMENTO	95828	A						
8540 ELDER CREEK RD	SIERRA TOW LLC	SACRAMENTO	95828	A	A					
8542 ELDER CREEK RD	MIKE & SONS TRUCK REPAIR, INC	SACRAMENTO	95828	I	I					
8565 ELDER CREEK RD	UNITED RENTALS TRENCH SAFETY	SACRAMENTO	95828	A						
8583 ELDER CREEK RD STE 300	RESTAURANT TECHNOLOGIES, INC	SACRAMENTO	95828	A						
8583 ELDER CREEK RD	ULTRA CLEAN TECHNOLOGY	SACRAMENTO	95828	I	I					
8604 ELDER CREEK RD	S & H WELDING, INC	SACRAMENTO	95828	A	I					
8610 ELDER CREEK RD	VIKING CONSTRUCTION	SACRAMENTO	95828	I						
8610 ELDER CREEK RD	VIKING STEEL	SACRAMENTO	95828	A	A					
8615 ELDER CREEK RD	BUZZ OATES CONSTRUCTION LP	SACRAMENTO	95828	A	I					
8622 ELDER CREEK RD	ACCESS AUTO SALES	SACRAMENTO	95828		I					
8626 ELDER CREEK RD	HILLCREST SPRINGS BOTTLE WATER	SACRAMENTO	95828	I						
8628 ELDER CREEK RD STE 100	CENTRAL CALIFORNIA CARPET	SACRAMENTO	95828	I						
8628 ELDER CREEK RD	CATCH THE SPIRIT RANCHO CORDOVA E	SACRAMENTO	95828	I						
8632 ELDER CREEK RD	TRICO WELDING SUPPLIES, INC	SACRAMENTO	95828	A						
8634 ELDER CREEK RD	ENDLESS MOTORING	SACRAMENTO	95828		I					
8642 ELDER CREEK RD	ELDER CREEK RECOVERY STATION	SACRAMENTO	95828	A	A					

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8671 ELDER CREEK RD STE 100	BLOCK TOPS INC	SACRAMENTO	95828	I						
8671 ELDER CREEK RD STE 200	PRECISION PULLEY & IDLER INC	SACRAMENTO	95828	A						
8671 ELDER CREEK RD STE 700	ELDER CREEK AUTO REPAIR	SACRAMENTO	95828	I	I					
8711 ELDER CREEK RD STE A	LORD & SONS INC	SACRAMENTO	95828	I						
8770 ELDER CREEK RD	US RECYCLING	SACRAMENTO	95828	I	I					
8780 ELDER CREEK RD	ELDER CREEK RECYCLING	SACRAMENTO	95828	I	A					
8788 ELDER CREEK RD	TOWNSEND & SCHMIDT MASONRY	SACRAMENTO	95828	A	A					
8834 ELDER CREEK RD STE A	EURO AUTO SALES INC	SACRAMENTO	95828		I					
8834 ELDER CREEK RD STE B	MG AUTO SERVICE	SACRAMENTO	95828	I	A					
8834 ELDER CREEK RD STE C	EURO AUTO SALES INC	SACRAMENTO	95828		I					
8844 ELDER CREEK RD STE A	PLEASANTON TRUCK & EQUIP REPAIR, II	SACRAMENTO	95828	A	A					
8844 ELDER CREEK RD STE B	SABER'S SHEETMETAL SPECIALITIES	SACRAMENTO	95828	A						
8845 ELDER CREEK RD	PALM IRON & BRIDGE WORK	SACRAMENTO	95828			I				
8845 ELDER CREEK RD	DAVISON IRON WORKS, INC	SACRAMENTO	95828	A	A					
8850 ELDER CREEK RD	CONTAINER USA INC	SACRAMENTO	95828	I						
8866 ELDER CREEK RD	WESTERN MATERIAL SUPPLY	SACRAMENTO	95828	A	A	A				1
8880 ELDER CREEK RD STE A	ACD COLLISION CENTER	SACRAMENTO	95828		I					
8880 ELDER CREEK RD STE B	VASILI'S AUTO	SACRAMENTO	95828		I					
8880 ELDER CREEK RD STE D	STARLIGHT AUTO BODY & REPAIR	SACRAMENTO	95828	A	A					
8880 ELDER CREEK RD	INTEX FORMS, INC	SACRAMENTO	95828	A						
8896 ELDER CREEK RD	MANLEY & SONS TRUCKING	SACRAMENTO	95828	I	I					
8900 ELDER CREEK RD	MONTANA EXPRESS	SACRAMENTO	95828	I	I					
8908 ELDER CREEK RD	USA STAR ONE	SACRAMENTO	95828	A	A	A				3
8909 ELDER CREEK RD	REDI-GRO CORPORATION	SACRAMENTO	95828	A	A					
8940 ELDER CREEK RD	RIVER CITY WASTE RECYCLERS	SACRAMENTO	95829	I	A					
8982 ELDER CREEK RD	SERRANO POOL & PLASTER	SACRAMENTO	95829	A						
8988 ELDER CREEK RD	BRICKYARD BUILDING MATERIALS	SACRAMENTO	95829	A						
8989 ELDER CREEK RD	REACH REMOVAL, INC	SACRAMENTO	95829	A	A					
9010 ELDER CREEK RD STE B	CURTIS ASPHALT	SACRAMENTO	95829	A	A					
9010 ELDER CREEK RD	NORTH CAL HAULING CO	SACRAMENTO	95829	I	A					
9025 ELDER CREEK RD	GOLDEN STATE GROWERS	SACRAMENTO	95829	I						
9150 ELDER CREEK RD	PIONEER PAVING & GRADING	SACRAMENTO	95829	I						
9335 ELDER CREEK RD	THUNDER MOUNTAIN ENTERPRISES, INC	SACRAMENTO	95829	A	A					
9343 ELDER CREEK RD	TAKEHARA LANDSCAPE, INC	SACRAMENTO	95829	A	A					
9369 ELDER CREEK RD	FRANK FERREIRA PAVING, INC	SACRAMENTO	95829	I	I	I				2
9370 ELDER CREEK RD	MAGNUM TOWERS INC	SACRAMENTO	95829	A	A					
9373 ELDER CREEK RD	NATURE CARE LANDSCAPE, INC	SACRAMENTO	95829	A	A					
9390 ELDER CREEK RD	CALIFORNIA PAVEMENT MAINT CO, INC	SACRAMENTO	95829	A	A	A				2
9411 ELDER CREEK RD	WEST COAST SAND & GRAVEL, INC	SACRAMENTO	95829	A	A					
9530 ELDER CREEK RD	CARSON LANDSCAPE INDUSTRIES	SACRAMENTO	95829	A	A					
9550 ELDER CREEK RD	STEVE P. RADOS INC	SACRAMENTO	95829	A	A					
9616 ELDER CREEK RD STE 2	PAUL'S HAULING SERVICE	SACRAMENTO	95829	A	A					
9765 ELDER CREEK RD	SACRAMENTO TRANSFER, INC	SACRAMENTO	95829	I	I					

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9765 ELDER CREEK RD	JV DOHERTY TRUCKING	SACRAMENTO	95829	I	I					
9791 ELDER CREEK RD	EL DORADO CUSTOM TILE	SACRAMENTO	95829	I						
10220 ELDER CREEK RD	VERIZON WIRELESS - EXCELSIOR	SACRAMENTO	95829	A						
1709 ELDRIDGE AVE	SACRAMENTO CITY WELL #144	SACRAMENTO	95815	A					A	
100 ELEANOR AVE	VERIZON WIRELESS - GARDENLAND	SACRAMENTO	95815	A						
231 ELEANOR AVE	JOHNSTON PARK POOL	SACRAMENTO	95815	A					I	
11428 ELK CIRCLE A	SIERRA FABRICATION & DESIGN	RANCHO CORDOVA	95742	I	I					
ELK GROVE BL/BIG HORN BLVD	MSA: BIG HORN SOUTH WELL (W50)	ELK GROVE		I					I	
8065 ELK GROVE-FLORIN RD 110	VINTAGE PARK DENTAL	SACRAMENTO	95829		I					
8224 ELK GROVE FLORIN RD	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95624	A		I				
8312 ELK GROVE FLORIN RD	AUTOZONE #4020	SACRAMENTO	95829	A	A					
8351 ELK GROVE FLORIN RD	CVS PHARMACY #3066	SACRAMENTO	95829	I	A					
8359 ELK GROVE FLORIN RD STE 111	NEW GENERATION CLEANERS	SACRAMENTO	95829	A	A					
8368 ELK GROVE FLORIN RD	RITE AID #6264	SACRAMENTO	95828	I	A					
8369 ELK GROVE FLORIN RD	SAFeway FUEL STATION #1289-15	SACRAMENTO	95829	A	A	A				3
8377 ELK GROVE FLORIN RD	SAFeway INC #1289	SACRAMENTO	95829	I						
8400 ELK GROVE FLORIN RD	WALGREENS #6612	ELK GROVE	95624	I	A					
8416 ELK GROVE FLORIN RD	O'REILLY AUTO PARTS #3638	ELK GROVE	95624	A	A					
8425 ELK GROVE FLORIN RD	BEL AIR #523	ELK GROVE	95829	I						
8973 ELK GROVE FLORIN RD	SUPER WASTE RECYCLING CENTER	ELK GROVE	95624	I	I					
8973 ELK GROVE FLORIN RD	OSMOSE UTILITIES SERVICES INC	ELK GROVE	95624	I						
8973 ELK GROVE FLORIN RD	FIVE STAR AUTO & TOWING, INC	ELK GROVE	95624	A	A					
8979 ELK GROVE FLORIN RD	NES/THE PLANK COMPANY	ELK GROVE	95624	I						
8999 ELK GROVE FLORIN RD	VALLEY PAINTING	ELK GROVE	95624	I	I					
9156 ELK GROVE FLORIN RD	ALL CLEAR POOL & SPA	ELK GROVE	95624	A						
9160 ELK GROVE FLORIN RD	SAVE MART SUPERMARKET #605	ELK GROVE	95624	I	A					
9170 ELK GROVE FLORIN RD D	CAMDEN DENTAL CARE	ELK GROVE	95624		I					
9170 ELK GROVE FLORIN RD G	LET'S PARTY	ELK GROVE	95624	I						
9198 ELK GROVE FLORIN RD	BOND 76 #010	ELK GROVE	95624	A	A	A				3
9200 ELK GROVE FLORIN RD	WALGREENS #6142	ELK GROVE	95624	I	A					
9215 ELK GROVE FLORIN RD	M & M FUELS BOND - #82959	ELK GROVE	95624	A	A	A				4
9240 ELK GROVE FLORIN RD	AUTOZONE #2842	ELK GROVE	95624	A	A					
9252 ELK GROVE FLORIN RD	ELK GROVE SCREEN & LADDER SHOP	ELK GROVE	95624	I	I					
9410 ELK GROVE FLORIN RD	JOHN F HILDEBRAND MD	ELK GROVE	95624		I					
9620 ELK GROVE-FLORIN RD	KENTON E KIASER DDS	ELK GROVE	95624		I					
9661 ELK GROVE FLORIN RD	YOUNG'S TRUE VALUE HARDWARE	ELK GROVE	95624	I						
9670 ELK GROVE FLORIN RD	NAPA AUTO PARTS	ELK GROVE	95624	I						
9716 ELK GROVE FLORIN RD	SHERWIN-WILLIAMS STORE #8150	ELK GROVE	95624	A	A					
9717 ELK GROVE-FLORIN RD A	MELVIN BELL DDS INC	ELK GROVE	95624		I					
9717 ELK GROVE-FLORIN RD	RICHARD MICHELSEN DDS	ELK GROVE	95624		I					
9720 ELK GROVE FLORIN RD	BIG O TIRES #5034	ELK GROVE	95624	A	A					
9727 ELK GROVE-FLORIN RD, #115	MICHAEL D MOORE DDS	ELK GROVE	95624		I					
9727 ELK GROVE-FLORIN RD 200	PETER NGAI & PENNY PHIPPS	ELK GROVE	95624		I					

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9727 ELK GROVE FLORIN RD 230	CAPITAL ORAL-MAXILLOFACIAL SURGER	ELK GROVE	95624		I					
9727 ELK GROVE FLORIN RD SUIT 260	DENTISTRY BY DESIGN	ELK GROVE	95624		I					
9727 ELK GROVE-FLORIN RD, #260	CLAY M WILSON DDS	ELK GROVE	95624		I					
9727 ELK GROVE-FLORIN RD 270	ROGER J REICH DDS INC	ELK GROVE	95624		I					
9727 ELK GROVE-FLORIN RD 280	DONALD P ROLLOFSON DMD INC	ELK GROVE	95624		I					
9738 ELK GROVE FLORIN RD	PREDATOR PAINTBALL	ELK GROVE	95624	I						
9754 ELK GROVE FLORIN RD	MOONLIGHT CLEANERS	ELK GROVE	95624	A	A					
9800 ELK GROVE FLORIN RD	ELK GROVE HIGH SCHOOL	ELK GROVE	95624	A	A					
9935 ELK GROVE FLORIN RD	ELK GROVE WATER SERVICE WELL #7	ELK GROVE	95624	I						
9950 ELK GROVE FLORIN RD	ELK GROVE PARK	ELK GROVE	95624	I						
9950 ELK GROVE FLORIN RD	ELK GROVE REGIONAL PARK	ELK GROVE	95624	A	I	I				1
9950 ELK GROVE FLORIN RD	ELK GROVE PARK POOL	ELK GROVE	95624	A						
9950 ELK GROVE FLORIN RD	VERIZON WIRELESS (ELK GROVE PARK)	ELK GROVE	95624	A						
2745 ELK GROVE BLVD STE 290	HAN'S CLEANERS	ELK GROVE	95758	A	A					
3720 ELK GROVE BLVD	D50 LAKESIDE STORMDRAIN PUMP STN	ELK GROVE	95757	A	I				I	
4900 ELK GROVE BLVD	RALEY'S #443	ELK GROVE	95757	I	A					
7101 ELK GROVE BLVD	NUGGET MARKET #8	ELK GROVE	95758	I	A					
7119 ELK GROVE BLVD STE 115	FRESH CLEANERS AT ELK GROVE	ELK GROVE	95758	A	A					
7211 ELK GROVE BLVD	RITE AID #6432	ELK GROVE	95758	I	A					
8139 ELK GROVE BLVD STE 200	RAI - ELK GROVE	ELK GROVE	95758	A						
8145 ELK GROVE BLVD STE 14	K'S CLEANERS	ELK GROVE	95758		A					
8169 ELK GROVE BLVD	CHEVRON #207218	ELK GROVE	95758	A	A	A				2
8280 ELK GROVE BLVD	THS PRODUCTS, INC	ELK GROVE	95757	I	I					
8410 ELK GROVE BLVD	LES SCHWAB TIRE CENTER #630	ELK GROVE	95757		A					
8423 ELK GROVE BLVD	CAPITAL NURSERY CO	ELK GROVE	95758	A						
8451 ELK GROVE BLVD STE 2	CLEANERS 99	ELK GROVE	95758	A	A					
8451 ELK GROVE BLVD, #7	T J ANTOVICH DC	ELK GROVE	95758		I					
8455 ELK GROVE BLVD	PAK 'N SAVE #3119 [HM]	ELK GROVE	95758	I						
8456 ELK GROVE BLVD	BRAKE MASTERS #195	ELK GROVE	95757	A	A					
8465 ELK GROVE BLVD	WAL-MART STORE #1697	ELK GROVE	95758	A	A			I		
8470 ELK GROVE BLVD	FRAZEE PAINT & WALLCOVERING	ELK GROVE	95757	I						
8475 ELK GROVE BLVD	ELK GROVE 76	ELK GROVE	95758	A	A	A				2
8500 ELK GROVE BLVD	ARCO #02123	ELK GROVE	95758	A	A	A				3
8539 ELK GROVE BLVD	BIG LOTS #1896	ELK GROVE	95624	I						
8567 ELK GROVE BLVD	TAILOR JOHN CLEANERS	ELK GROVE	95624	I	A					
8573 ELK GROVE BLVD	SPEEDEE OIL CHANGE & TUNE-UP	ELK GROVE	95624	A	A					
8585 ELK GROVE BLVD	CVS/PHARMACY #2124	ELK GROVE	95624	I	A			I		
8607 ELK GROVE BLVD	SHELL FACILITY #135255	ELK GROVE	95624	A	A	A				4
8640 ELK GROVE BLVD	ELK GROVE VET HOSPITAL	ELK GROVE	95624		I					
8686 ELK GROVE BLVD	GOODYEAR AUTO SERVICE CENTER #85	ELK GROVE	95624	I	I					
8690 ELK GROVE BLVD, #1	OLD TOWNE CHIROPRACTIC	ELK GROVE	95624		I					
8696 ELK GROVE BLVD, #8	PRIMARY DENTAL CARE	ELK GROVE	95624		I					
8711 ELK GROVE BLVD	COUNTRY OAKS CLEANERS, INC	ELK GROVE	95624	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
8751 ELK GROVE BLVD	O'REILLY AUTO PARTS #2585	ELK GROVE	95624	A	A					
8757 ELK GROVE BLVD	MASTER CLEANERS	ELK GROVE	95624	A	A					
8760 ELK GROVE BLVD STE B	AT&T MOBILITY - DT ELK GROVE (9789)	ELK GROVE	95624	A						
8760 ELK GROVE BLVD	FIRE STATION 71	ELK GROVE	95624	A						
8760 ELK GROVE BLVD	T-MOBILE WEST CORP (SC14092A)	ELK GROVE	95624	I						
8787 ELK GROVE BLVD	BEL AIR SUPERMARKET #508	ELK GROVE	95624	I	I					
8800 ELK GROVE BLVD	ELK GROVE UNIFIED SCHOOL DISTRICT	ELK GROVE	95624	A	A	A				2
8880 ELK GROVE BLVD	MARK GJERDE DDS INC	ELK GROVE	95624		I					
8901 ELK GROVE BLVD	SHELL FACILITY #135254	ELK GROVE	95624	A	A	A				3
8922 ELK GROVE BLVD	GOODYEAR AUTO SERVICE CENTER	ELK GROVE	95624	A	A					
8940 ELK GROVE BLVD	MCCAULEY POOL AND SPA	ELK GROVE	95624	I						
8985 ELK GROVE BLVD	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95624	A						
8999 ELK GROVE BLVD	COMPLETE PERFORMANCE, INC	ELK GROVE	95624	A	A	A				6
8999 ELK GROVE BLVD	DMC GREEN INC - COMPLETE PERFORM	ELK GROVE	95624	I	I	I				3
9020 ELK GROVE BLVD	THE CAR DOC	ELK GROVE	95624	I	I					
9033 ELK GROVE BLVD	MITCHELL'S AUTO BODY SHOP	ELK GROVE	95624	I	A					
9036 ELK GROVE BLVD	CAMPBELL'S AUTO PARTS	ELK GROVE	95624		I					
9056 ELK GROVE BLVD	MEYERS LAWNMOWER	ELK GROVE	95624		I					
9095 ELK GROVE BLVD	LEWIS AUTO SERVICE	ELK GROVE	95624	I	I					
9097 ELK GROVE BLVD	ELK GROVE PAINT & WALLPAPER	ELK GROVE	95624	I		I				3
9135 ELK GROVE BLVD	DOUGLAS A JENKINS DDS	ELK GROVE	95624		I					
9208 ELK GROVE BLVD	ULTRA TRUCK WORKS, INC	ELK GROVE	95624	A						
9251 ELK GROVE BLVD	ANY-EVENT PARTY RENTALS	ELK GROVE	95624	I	I					
9253 ELK GROVE BLVD	AUTO SOLUTIONS BY SINGLE	ELK GROVE	95624	A	A					
9257 ELK GROVE BLVD	ELK GROVE WATER WORKS WELL #03	ELK GROVE	95624	I						
9260 ELK GROVE BLVD	RITE AID #6494	ELK GROVE	95624	I	A					
9285 ELK GROVE BLVD	CVS/PHARMACY #9132	ELK GROVE	95624	I	A					
9320 ELK GROVE BLVD STE 165	GREEN NATURE CLEANERS	ELK GROVE	95624	A	A					
9435 ELK GROVE BLVD	BEL AIR MARKET #525	ELK GROVE	95624	I						
8973 ELK GROVE-FLORIN RD	DUPLICATE FA - SEE FA0010608	SACRAMENTO	95624	I	I					
8979 ELK GROVE-FLORIN RD	DELTA MATERIALS	ELK GROVE	95624	I	I					
11922 ELK VIEW WAY	SASD ELK VIEW WAY PUMP STN (S138)	RANCHO CORDOVA	95742	A						
ELKHORN & NATOMAS BLVD	SUMP 12	SACRAMENTO	95835	A						
345 ELKHORN BLVD	AMERICAN TOWER CORP	SACRAMENTO	95837	I						
430 ELKHORN BLVD	FOOD SOURCE #705	RIO LINDA	95673	I						
2577 ELKHORN BLVD	COVER ALL PROTECTIVE COVERS	RIO LINDA	95673	A	A					
2580 ELKHORN BLVD STE 4	LIBERTY MARINE	RIO LINDA	95673	A	A					
2580 ELKHORN BLVD	OK GENERATORS	RIO LINDA	95673		I					
2591 ELKHORN BLVD	AT & T MOBILITY - NORTH NATOMAS	SACRAMENTO	95673	I						
2591 ELKHORN BLVD	VERIZON WIRELESS - MIRAGE	RIO LINDA	95673	A						
2655 ELKHORN BLVD	A-1 METALS CO	RIO LINDA	95673	A						
2745 ELKHORN BLVD STE A	HIGHLANDS RECYCLING	NORTH HIGHLANDS	95660	A						
2745 ELKHORN BLVD	HIGHLAND'S RADIATOR	NORTH HIGHLANDS	95660	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
2745 ELKHORN BLVD F	B & L MOWER SHOP	NORTH HIGHLANDS	95660		I					
2901 ELKHORN BLVD	LA RUE'S PROPANE	NORTH HIGHLANDS	95660	A						
3060 ELKHORN BLVD	PJ'S AUTO BODY SHOP - JOHNNIE WALK	NORTH HIGHLANDS	95660	A	A					
3100 ELKHORN BLVD	PME DISTRIBUTING	NORTH HIGHLANDS	95660	I	I		I			
3131 ELKHORN BLVD	A-FORD-ABLE MUFFLER	NORTH HIGHLANDS	95660		I					
3141 ELKHORN BLVD	LIBERTY MARINE	NORTH HIGHLANDS	95660	I	I					
3221 ELKHORN BLVD 21	SANDY'S AUTO REPAIR SHOP	NORTH HIGHLANDS	95660		I					
3225 ELKHORN BLVD STE 15	MID STATE MACHINING	NORTH HIGHLANDS	95660	I	I					
3225 ELKHORN BLVD STE 18	JASPER'S TRANSMISSION SERVICE & RE	NORTH HIGHLANDS	95660	A	A					
3225 ELKHORN BLVD STE 19	AEC CYCLE	NORTH HIGHLANDS	95660	I	I					
3229 ELKHORN BLVD STE 10	PLASTIC PROS	NORTH HIGHLANDS	95660	I						
3233 ELKHORN BLVD STE 1	BILLY'S MOTORCYCLE SHOP	NORTH HIGHLANDS	95660		A					
3245 ELKHORN BLVD STE 13	PERFORMANCE SOLUTIONS ENGINEERII	NORTH HIGHLANDS	95660	I	I					
3245 ELKHORN BLVD STE 15	SACRAMENTO PERFORMANCE AUTO& M	NORTH HIGHLANDS	95660	I	I					
3305 ELKHORN BLVD 14	YEVGENIY'S AUTO MOTOR REPAIR	NORTH HIGHLANDS	95660		I					
3305 ELKHORN BLVD STE 8	BILL WHITLEY PAINTING & DRYWALL, INC	NORTH HIGHLANDS	95660	A						
3315 ELKHORN BLVD	UNI-PRODUCTS, INC	NORTH HIGHLANDS	95660	A	A					
3316 ELKHORN BLVD	REDMOND'S LANDSCAPE MATERIALS	NORTH HIGHLANDS	95660	I	I					
3451 ELKHORN BLVD	VCA HIGHLANDS ANIMAL HOSPITAL	NORTH HIGHLANDS	95660		I					
3525 ELKHORN BLVD	SUPPLY HARDWARE INC	NORTH HIGHLANDS	95660	I						
3535 ELKHORN BLVD	GOODYEAR SMOG DIAGNOSTICS 2000, II	NORTH HIGHLANDS	95660	I	A					
3601 ELKHORN BLVD	7-ELEVEN #23015	NORTH HIGHLANDS	95660	I	I	I				3
3603 ELKHORN BLVD	CHIEF AUTO PARTS #23016-13	NORTH HIGHLANDS	95660	I						
3615 ELKHORN BLVD	SAV MAX #217	NORTH HIGHLANDS	95660	I						
3655 ELKHORN BLVD	DWB PROTECTIVE SERVICE	NORTH HIGHLANDS	95660		I					
3675 ELKHORN BLVD	AUTO ZONE #5590	NORTH HIGHLANDS	95660	A	A					
4261 ELKHORN BLVD	ELKHORN SHELL	NORTH HIGHLANDS	95660	A	A	A				3
4319 ELKHORN BLVD	99 CENTS ONLY STORES #168	SACRAMENTO	95842	I	A					
4324 ELKHORN BLVD	SSW - SUTTER WELL N25	NORTH HIGHLANDS	95660	A					I	
4401 ELKHORN BLVD	BIG LOTS #4288	SACRAMENTO	95842	I						
4405 ELKHORN BLVD	EXECUTIVE CLEANERS	SACRAMENTO	95842	A	A					
4423 ELKHORN BLVD	O'REILLY AUTO PARTS #2590	SACRAMENTO	95842	A	A					
5261 ELKHORN BLVD	WESTERN DENTAL SERVICES	SACRAMENTO	95842		I					
5333 ELKHORN BLVD	CVS/PHARMACY #9826	SACRAMENTO	95842	I	A					
5339 ELKHORN BLVD	BLOCKBUSTER	SACRAMENTO	95842		I					
5345 ELKHORN BLVD	SAFEWAY #2263	SACRAMENTO	95842	I						
649 W ELKHORN BLVD STE 1	CMP MOTORS	RIO LINDA	95673	I	I					
649 W ELKHORN BLVD STE B1	SAM'S AUTO REPAIR	RIO LINDA	95673	A	A					
649 W ELKHORN BLVD STE B-3A	TED HELTON ENTERPRISES	RIO LINDA	95673	I	I					
649 W ELKHORN BLVD B3	SOURM-HANK AUTO REPAIR	RIO LINDA	95673	A	A					
649 W ELKHORN BLVD STE B-4	MOUN AUTO SALES	RIO LINDA	95673		I					
649 W ELKHORN BLVD STE B4	SOK CUSTOM COLOR	RIO LINDA	95673		I					
830 W ELKHORN BLVD	SYAR CONCRETE LLC - RIO LINDA FAC	RIO LINDA	95673	A	A	I				2

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				BP	WG	UST	AST	TIER	CalARP	
830 W ELKHORN BLVD	WESTSIDE CONCRETE MATERIALS	RIO LINDA	95673	I						
841 W ELKHORN BLVD	WILBUR-ELLIS CO - RIO LINDA	RIO LINDA	95673	A	A	I			A	2
900 W ELKHORN BLVD	GRANITE CONSTRUCTION CO (ELKHORN	RIO LINDA	95673	A	A					
2591 W ELKHORN BLVD	DEMETER CORPORATION	RIO LINDA	95673	I						
2601 W ELKHORN BLVD	NATOMAS MUTUAL WATER CO	RIO LINDA	95673	A	A					
6801 W ELKHORN BLVD	HANTS RANCH	SACRAMENTO	95837	I						
7208 W ELKHORN BLVD	SACRAMENTO CITY FIRE STATION 3	SACRAMENTO	95837	A						
7220 W ELKHORN BLVD	RECLAMATION DIST 1000 (#3)	SACRAMENTO	95837	A	A					
9050 ELKMONT WAY	INTERSTATE OIL COMPANY	ELK GROVE	95624	A	A	A				3
9050 ELKMONT WAY	PROFLEET	ELK GROVE	95624	A	A					
9084 ELKMONT WAY	CALIFORNIA STEAM	ELK GROVE	95624	A	A					
9087 ELKMONT WAY	CALTRANS ELK GROVE MAINT	ELK GROVE	95624	A	A					
9088 ELKMONT WAY	USG/WESTECH SERVICES	ELK GROVE	95624	I	A					
9104 ELKMONT WAY	UNIVERSAL CUSTOM DISPLAY	ELK GROVE	95624	A	A					
9119 ELKMONT WAY	FEDEX NATIONAL LTL INC	ELK GROVE	95624	I						
9131 ELKMONT WAY	BODYCRAFT COLLISION ELK GROVE	ELK GROVE	95624	A	A					
9141 ELKMONT WAY	AUTO CHOICE	ELK GROVE	95624	I	I					
9141 ELKMONT WAY	HAYES BROTHERS COLLISION REPAIR	ELK GROVE	95624	A	A					
11407 ELKS CIR STE 2	ALL TRUCKS	RANCHO CORDOVA	95742	A	A					
11407 ELKS CIR	LEE'S AUTOMOTIVE REPAIR	RANCHO CORDOVA	95742	I	I					
11426 ELKS CIR	CLARK PEST CONTROL	RANCHO CORDOVA	95742	A						
11428 ELKS CIR C	SUNRISE TRACTOR	RANCHO CORDOVA	95742	I	I					
11451 ELKS CIR	J & C CUSTOM CABINETS	RANCHO CORDOVA	95742		I					
11458 ELKS CIR	FOLSOM CORDOVA UNIFIED SCHOOL DI	RANCHO CORDOVA	95742	A	A	A				2
11458 ELKS CIR	FOLSOM CORDOVA UNIFIED SCHOOL DI	RANCHO CORDOVA	95742	A	A					
11460 ELKS CIR	AT&T MOBILITY - RANCHO CORDOVA 1 E	RANCHO CORDOVA	95742	I						
11460 ELKS CIR	BMB METAL PRODUCTS CORPORATION	SACRAMENTO	95742	A	A					
11466 ELKS CIR	GEE-CODE	RANCHO CORDOVA	95742		A					
11476 ELKS CIR	FINISH LINE	RANCHO CORDOVA	95742		I					
11530 ELKS CIR B	WESTERN TREE/LANDSCAPE SUPPLY	RANCHO CORDOVA	95742	I						
11530 ELKS CIR	TREE CARE INCORPORATED	RANCHO CORDOVA	95742	A	A					
5930 ELLERSLEE DR	SSW-MERRIHILL WELL N29	CARMICHAEL	95608	A						
5932 ELLERSLEE DR	MERRIHILL WELL #29	CARMICHAEL	95608	I					I	
225 ELM AVE	BUILDING MATERIAL DISTRIBUTORS, INC	GALT	95632	A	A	A				1
225 ELM AVE	BMD/HOME FACTORIES	GALT	95632	I						
321 ELM AVE	GALT PIPE COMPANY	GALT	95632	A	I					
375 ELM AVE	CITY OF GALT QUAIL HOLLOW WELL #13	GALT	95632	I						
550 ELM AVE	CITY OF GALT CORP YARD	GALT	95632	A	I	I				0
8795 ELM AVE	PRO-LUBE	ORANGEVALE	95662		I					
7314 ELSIE AVE	ELSIE CHEVRON	SACRAMENTO	95828	A	A	A				3
7333 ELSIE AVE	T-MOBILE WEST CORP (SCO6856A)	SACRAMENTO	95823	I						
8310 ELSIE AVE	CA AMERICAN WATER PARKSITE WTP	SACRAMENTO	95828	A					I	
3450 ELVAS AVE	LUBO'S BAVARIAN MOTORS	SACRAMENTO	95819	A	A					

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4700 ELVAS AVE	SHERWOOD HEALTHCARE CNTR LHCF	SACRAMENTO	95819	I						
5340 ELVAS AVE, #400	WILLIAM B ILIFF DDS	SACRAMENTO	95819		I					
5600 ELVAS AVE	STEPHEN'S SERVICE CENTER	SACRAMENTO	95819	A	A					
5613 ELVAS AVE	CAR-TECH AUTOMOTIVE	SACRAMENTO	95819	A	A					
5701 ELVAS AVE	SUMP 101	SACRAMENTO	95819	A						
5907 ELVAS AVE	UNIVERSITY GARAGE	SACRAMENTO	95819	I	I					
5927 ELVAS AVE STE B	HI PERFORMANCE AUTO SERVICE	SACRAMENTO	95819	A	A					
5935 ELVAS AVE	SHERM'S CUSTOM PLATING	SACRAMENTO	95819	I	I			I		
6201 ELVAS AVE	UNITED RENTALS INC	SACRAMENTO	95819	I	I					
6317 ELVAS AVE	SIG-1 GRAPHICS	SACRAMENTO	95819		A					
6325 ELVAS AVE	MAC THE ANTIQUE PLUMBER INC	SACRAMENTO	95819	I	I					
6329 ELVAS AVE	CAPITOL BARRICADE INC	SACRAMENTO	95819	I						
6346 ELVAS AVE	THE DARK ROOM	SACRAMENTO	95819		I					
6423 ELVAS AVE	A & P HEATING AND COOLING, INC	SACRAMENTO	95819	A	I					
6441 ELVAS AVE	SUMP 31	SACRAMENTO	95819	A						
6500 ELVAS AVE	JOHN DEERE LANDSCAPES, INC	SACRAMENTO	95819	A	I					
6525 ELVAS AVE	AJM COMPANY	SACRAMENTO	95819		I					
6601 ELVAS AVE	MTS INCORPORATED	SACRAMENTO	95819	I						
6771 ELVAS AVE	AT&T MOBILITY-STATE COLLEGE (9679)	SACRAMENTO	95819	A						
6801 ELVAS AVE	101 BUILDING SUPPLY	SACRAMENTO	95819	I						
ELVERTA SITE	CALIFORNIA-AMERICAN WATER CO	ELVERTA	95842	I					I	
220 ELVERTA RD	ZINE'S GARAGE, INC	ELVERTA	95626	A	A					
2360 ELVERTA RD	CHERRY ISLAND GOLF COURSE	ELVERTA	95626	A	A	I				3
2721 ELVERTA RD	ANTELOPE GREENS GOLF COURSE	ANTELOPE	95843	A	A					
2925 ELVERTA RD	WILLIAM J BLACK DDS	SACRAMENTO	95843		I					
3917 ELVERTA RD	CA AMERICAN WATER - ELVERTA WELL	ELVERTA	95843	A					I	
4001 ELVERTA RD	SSW - COTTAGE WELL N34	ANTELOPE	95843	A					I	
4207 ELVERTA RD STE 111	FRESH & SAVE CLEANERS	ANTELOPE	95843		A					
4249 ELVERTA RD	ORCHARD SUPPLY HARDWARE #211	ANTELOPE	95843	A	A					
4300 ELVERTA RD	RITE AID 6086	ANTELOPE	95843	I	A			I		
4331 ELVERTA RD	TURBO SHINE CARWASH LLC	ANTELOPE	95843	A						
4408 ELVERTA RD STE 220	AUTOZONE #4024	SACRAMENTO	95843	A	A					
4416 ELVERTA RD	AT & T MOBILITY - WEST ROSEVILLE	ANTELOPE	95843	A						
8552 ELVERTA RD	COUNTY OF SACRAMENTO - OCIT	ELVERTA	95626	A						
328 W ELVERTA RD	LAVERNE SCHEIDEL	ELVERTA	95626	I						
1500 W ELVERTA RD	DIAMOND D CONTRACTORS	SACRAMENTO	95836	I	I		I			
3500 W ELVERTA RD	VERIZON WIRELESS - WEST ELVERTA	ELVERTA	95626	A						
7995 ELWYN RD	SACRAMENTO METRO FIRE STATION 116	ELVERTA	95626	I						
9632 EMERALD OAK DR B	LUBKIN/POTTER CHIROPRACTIC	ELK GROVE	95624		I					
9639 EMERALD OAK DR	ELK GROVE WATER SERVICE WELL #6	ELK GROVE	95624	I						
8920 EMERALD PARK DR, #C	COURTYARD CHIROPRACTIC	ELK GROVE	95624		I					
9515 EMERALD PARK DR	ELK GROVE WATER SVCE - WELL #5	ELK GROVE	95624	I						
9374 EMILY ST	ELK GROVE WATER DISTRICT - WELL #3	ELK GROVE	95624	A						

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4718 ENGLE RD	VERIZON WIRELESS -- CHICKEN RANCH	CARMICHAEL	95608	A						
4747 ENGLE RD	MERCY AMERICAN RIVER HOSPITAL	CARMICHAEL	95608	I	I	I		I		1
4802 ENGLE RD	ENGLE WELL #3	CARMICHAEL	95608	I					I	
5325 ENGLE RD	LA SIERRA COMMUNITY CENTER	CARMICHAEL	95608	A	I					
5325 ENGLE RD	T-MOBILE WEST CORP (SC15354A)	CARMICHAEL	95608	I						
175 ENTERPRISE CT STE C	NOR-CAL BEVERAGE CO INC	GALT	95632	A						
85 ENTERPRISE CT STE A	AUTOMOTIVE LABELS INC	GALT	95632	A	A					
140 ENTERPRISE CT STE B	SCT/LINK	GALT	95632	A	A					
140 ENTERPRISE CT STE C	SERVPRO OF ELK GROVE/LAGUNA	GALT	95632		I					
160 ENTERPRISE CT STE A	UNITED ROTARY BRUSH CORP	GALT	95632	A	A					
171 ENTERPRISE CT	KMS LLC	GALT	95632	A						
917 ENTERPRISE DR	SSW DISTRICT WELL 75	SACRAMENTO	95825	A						
7958 ENTRANCE ST	M & L AUTOMOTIVE	FAIR OAKS	95628	I	I					
EQUINE DR/POLO CROSSE AVE	MSA: EQUINE DR WELL (W63)	SACRAMENTO	95829	A					I	
2259 ERICKSON ST	DUPONT MEDICINE	SACRAMENTO	95815		I					
N ESCHINGER	RODNEY SCHATZ FARM	ELK GROVE	95632	I						
6120 ESCHINGER RD	ED ZGRAGGEN	ELK GROVE	95757	I						
6217 ESCHINGER RD	DOUBLE-D DAIRY	ELK GROVE	95757	I	I					
6401 ESCHINGER RD	ED KEEMA	ELK GROVE	95757	I						
6920 ESCHINGER RD	YING CHOY LIANG	ELK GROVE	95757-9773	I						
8320 ESCHINGER RD	VERIZON WIRELESS - ELK GROVE	ELK GROVE	95758	A						
8320 ESCHINGER RD	ELK GROVE MILLING, INC	ELK GROVE	95757	A	A					
8890 ESCHINGER RD	SUTTER HOME WINERY, INC	ELK GROVE	95624	I	I					
8925 ESCHINGER RD	SUTTER HOME WINERY INC	ELK GROVE	95624	I						
1440 ETHAN WAY STE 200	CLEAR CHANNEL COMMUNICATIONS	SACRAMENTO	95825	A						
2051 EVERGREEN ST	SACRAMENTO RT - FACILITIES MAINT DI	SACRAMENTO	95815	A						
2101 EVERGREEN ST STE A	SIERRA PACIFIC LATH & PLASTER	SACRAMENTO	95815	I	I	I				0
2240 EVERGREEN ST	METAL MANUFACTURING CO INC	SACRAMENTO	95815	A						
2395 EVERGREEN ST	EVERGREEN AUTOMOTIVE	SACRAMENTO	95815		I					
2395 EVERGREEN ST	KEN'S ALL FOREIGN AUTOMOTIVE	SACRAMENTO	95815	A	A					
2418 EVERGREEN ST	CALIFORNIA CUSTOMS & COLLISION REPAIR	SACRAMENTO	95815	A	A					
2424 EVERGREEN ST STE B	JC AUTO REPAIR	SACRAMENTO	95815	I	I					
2424 EVERGREEN ST	HAROLD PARISH	SACRAMENTO	95815		I					
2435 EVERGREEN ST	PALM MOTORS BODY SHOP	SACRAMENTO	95815		A					
2436 EVERGREEN ST UNIT B1	SAMMY'S SMOG & AUTO	SACRAMENTO	95815	I	I					
2436 EVERGREEN ST UNIT B2	LON AUTO DETAIL	SACRAMENTO	95815	I						
2436 EVERGREEN ST B	SAMMY'S AUTO REPAIR ** DUPLICATE **	SACRAMENTO	95815	I	I					
8174 EXCELSIOR AVE	VERIZON WIRELESS OLD AUBURN	ORANGEVALE	95662	A						
5300 EXCELSIOR RD STE A	ROUNDTREE ROCK & GARDENING	SACRAMENTO	95827	A	A					
5300 EXCELSIOR RD STE B	MID VALLEY ROCK	SACRAMENTO	95827	I						
5300 EXCELSIOR RD STE C	ATS, INC	SACRAMENTO	95827	I	A					
5304 EXCELSIOR RD	SACRAMENTO CO OFFICE OF EDUCATIO	SACRAMENTO	95827	I	I					
5305 EXCELSIOR RD	SACRAMENTO RACEWAY	SACRAMENTO	95827	A	A					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
7776 EXCELSIOR RD	SACRAMENTO METRO FIRE STATION 55	SACRAMENTO	95829	A		I				2
1611 EXECUTIVE CT, #1	PHILIP G LATHAM DDS	SACRAMENTO	95864		I					
1611 EXECUTIVE CT, #250	R D REIMERS DDS	SACRAMENTO	95864		I					
1611 EXECUTIVE CT	BOBBY C KENNEDY DDS	SACRAMENTO	95864		I					
1631 EXECUTIVE CT	D L SHANKS DC	SACRAMENTO	95864		I					
3000 EXPLORER DR	ROBERT H ANDERSON DDS	SACRAMENTO	95827		I					
3401 EXPLORER DR	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95827	I					I	
1450 EXPO PKWY	APRIA HEALTHCARE	SACRAMENTO	95815	A						
1500 EXPO PKWY	RADIOLOGICAL ASSOC	SACRAMENTO	95815	A						
1600 EXPO PKWY	COSTCO WHOLESALE-CAL EXPO #471	SACRAMENTO	95815	A	A	A				3
1790 EXPO PKWY	RECREATIONAL EQUIPMENT, INC (REI)	SACRAMENTO	95815		A					
1300 EXPOSITION BLVD	SUMP 152	SACRAMENTO	95815	A						
1600 EXPOSITION BLVD GATE 9	PARADISE ISLAND	SACRAMENTO	95815	I	I					
1600 EXPOSITION BLVD	RAGING WATERS SACRAMENTO	SACRAMENTO	95815	A						
1600 EXPOSITION BLVD	CAL EXPO & STATE FAIR	SACRAMENTO	95815	A	A	I				1
1600 EXPOSITION BLVD	PARADISE FAMILY FUN PARK	SACRAMENTO	95815	I	I					
1600 EXPOSITION BLVD	WATERWORLD USA	SACRAMENTO	95815	I	I					
1600 EXPOSITION BLVD	VERIZON WIRELESS - CAL EXPO	SACRAMENTO	95815	A						
2200 FAIR OAKS BLVD	CRLLC/76 #5435	SACRAMENTO	95825	A	A	A				3
2270 FAIR OAKS BLVD	CAMPUS SHELL	SACRAMENTO	95825	A	A	A				3
2310 FAIR OAKS BLVD STE D	SAVE ON CLEANERS #25	SACRAMENTO	95825	A	A					
2334 FAIR OAKS BLVD	PAVILION CAR CARE, INC	SACRAMENTO	95825	A	A					
2354 FAIR OAKS BLVD	EG PRINTING	SACRAMENTO	95825		I					
2373 FAIR OAKS BLVD	CAMPUS COMMONS PET HOSPITAL	SACRAMENTO	95825		I					
2373 FAIR OAKS BLVD	VERIZON WIRELESS - CAMPUS COMMON	SACRAMENTO	95825	A						
2381 FAIR OAKS BLVD	CAMPUS COMMONS FIRESTONE	SACRAMENTO	95825	I	I					
2501 FAIR OAKS BLVD	SAVE MART SUPERMARKET #625	SACRAMENTO	95825	I	A					
2600 FAIR OAKS BLVD	TOSCO FACILITY #4637	SACRAMENTO	95864	I	I	I				2
3099 FAIR OAKS BLVD	BLOODSOURCE-SIERRA OAKS	SACRAMENTO	95864		A					
3480 FAIR OAKS BLVD	CRLLC/76 #5519	SACRAMENTO	95864	A	A	A				3
3481 FAIR OAKS BLVD	TERA CHEVRON	SACRAMENTO	95864	A	A	A				3
3501 FAIR OAKS BLVD	ARDEN TOWNE GAS & MINI MART	SACRAMENTO	95864	A	A	A				4
3510 FAIR OAKS BLVD	WILLHAVEN SHELL #26	SACRAMENTO	95864	A	A	A				3
5103 FAIR OAKS BLVD	COP 76 GAS STATION	CARMICHAEL	95608	A	A	A				3
5103 FAIR OAKS BLVD	MANN-E-MANN ENTERPRISES LLC - COP	CARMICHAEL	95608	A	A	A				2
5107 FAIR OAKS BLVD	5 STAR CLEANERS	CARMICHAEL	95608	I	I					
5159 FAIR OAKS BLVD	RALEY'S SUPERMARKET #431	CARMICHAEL	95608	I	I					
5451 FAIR OAKS BLVD	SUNRISE ASSISTED LIVING OF CARMICH	CARMICHAEL	95608	A						
5851 FAIR OAKS BLVD STE B	SIGNATURE SERVICE	CARMICHAEL	95608	I	I					
5851 FAIR OAKS BLVD	ONE STOP SMOG	CARMICHAEL	95608		I					
5934 FAIR OAKS BLVD	US TIRE & WHEEL	CARMICHAEL	95608	I	I	I				1
5949 FAIR OAKS BLVD	ADVANCED CALL CENTER TECHNOLOGII	CARMICHAEL	95608	A						
6000 FAIR OAKS BLVD	LUXURY AUTO CARE	CARMICHAEL	95608	I	I					

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				BP	WG	UST	AST	TIER	CalARP	
6031 FAIR OAKS BLVD STE C	WENMAT INC	CARMICHAEL	95608	I						
6130 FAIR OAKS BLVD	FIRST CHIROPRACTIC - CARMICHAEL	CARMICHAEL	95608		I					
6200 FAIR OAKS BLVD	ALL STAR GASOLINE	CARMICHAEL	95608	A	A	A				3
6310 FAIR OAKS BLVD A	BALDINI & DEPAOLI DC	CARMICHAEL	95608		I					
6314 FAIR OAKS BLVD	CALIFORNIA FAMILY FITNESS	CARMICHAEL	95608	A						
6320 FAIR OAKS BLVD STE 7E	AT&T MOBILITY-CARMICHAEL (9666)	CARMICHAEL	95608	A						
6325 FAIR OAKS BLVD	MCKENRY DRAPERY SERVICE	CARMICHAEL	95608	I	I			I		
6325 FAIR OAKS BLVD	WALGREENS #6658	CARMICHAEL	95608	A	A					
6337 FAIR OAKS BLVD	ARCO AM/PM #05337	CARMICHAEL	95608	A	A	A				3
6406 FAIR OAKS BLVD	CARMICHAEL FAMILY ASSOCIATES	CARMICHAEL	95608		I					
6431 FAIR OAKS BLVD	99 CENTS ONLY STORES #176	CARMICHAEL	95608	I	A					
6432 FAIR OAKS BLVD	HOOVER'S TRUE VALUE HARDWARE	CARMICHAEL	95608	I						
6505 FAIR OAKS BLVD	SPLASH & DASH CARWASH	CARMICHAEL	95608	A						
6525 FAIR OAKS BLVD	CAL NEVA AUTOMOTIVE	CARMICHAEL	95608	I	I					
6525 FAIR OAKS BLVD	AUTOZONE #4045	CARMICHAEL	95608	A	A					
6540 FAIR OAKS BLVD STE 1	ALL TUNE AND LUBE	CARMICHAEL	95608	I	I					
6540 FAIR OAKS BLVD	LES SCHWAB TIRE CENTER #667	CARMICHAEL	95608		I					
6542 FAIR OAKS BLVD STE A	QUALITY TUNE UP SHOPS #70	CARMICHAEL	95608	A	A	I				1
6542 FAIR OAKS BLVD B	SMOG DIAGNOSTIC SPECIALISTS	CARMICHAEL	95608	I	I					
6549 FAIR OAKS BLVD	ENVIROTECH	CARMICHAEL	95608		I					
6601 FAIR OAKS BLVD	RED-D TRANSMISSION	CARMICHAEL	95608	A	A					
6608 FAIR OAKS BLVD	O'REILLY AUTO PARTS #3006	CARMICHAEL	95608	A	A					
6611 FAIR OAKS BLVD	A J'S AUTOMOTIVE	CARMICHAEL	95608		I					
6621 FAIR OAKS BLVD	BOB'S BODY SHOP, Inc	CARMICHAEL	95608	A	A					
6633 FAIR OAKS BLVD	BOB'S RADIATOR AND AUTO REPAIR	CARMICHAEL	95608	I	I					
6728 FAIR OAKS BLVD STE 300	BARATTA CHIROPRACTIC	CARMICHAEL	95608		A					
6729 FAIR OAKS BLVD	AUTO MEDICS	CARMICHAEL	95608	A	A					
6800 FAIR OAKS BLVD	PURRFECT AUTO SERVICE #100	CARMICHAEL	95608	A	A		I			
6801 FAIR OAKS BLVD	ELITE PERFORMANCE AUTO BODY	CARMICHAEL	95608	I	I					
6814 FAIR OAKS BLVD	HOVIS ANTIQUES/FURN REFINISH	CARMICHAEL	95608		I					
6825 FAIR OAKS BLVD STE 103	ASBESTECH	CARMICHAEL	95608	A	A					
6840 FAIR OAKS BLVD	MIDAS AUTO SERVICE EXPERTS	CARMICHAEL	95608	A	A					
6855 FAIR OAKS BLVD	THOMAS P ROSEBERRY DDS	CARMICHAEL	95608		I					
6940 FAIR OAKS BLVD, #A	JOHN H BARAKAT DDS	CARMICHAEL	95608		I					
6940 FAIR OAKS BLVD	DR MARK BACKHUS	CARMICHAEL	95608		I					
6945 FAIR OAKS BLVD	PARK X-RAY	CARMICHAEL	95608		I					
7220 FAIR OAKS BLVD, #B	K HARDOIN DC	CARMICHAEL	95608		I					
7223 FAIR OAKS BLVD	PRICE LESS DRUG STORE	CARMICHAEL	95608	I						
7241 FAIR OAKS BLVD	BIG LOTS #4080	CARMICHAEL	95608	I						
7250 FAIR OAKS BLVD STE A	ORGANIC CLEANERS	CARMICHAEL	95608	A	A					
7344 FAIR OAKS BLVD	CARMICHAEL AUTO SERVICE, INC	CARMICHAEL	95608	A	A					
7348 FAIR OAKS BLVD	CARMICHAEL ANIMAL HOSPITAL	CARMICHAEL	95608		I					
7349 FAIR OAKS BLVD	JAPANESE ONLY, INC	CARMICHAEL	95608	A	A					

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7424 FAIR OAKS BLVD	UNITED RENTALS NORTHWEST INC	CARMICHAEL	95608	I	I					
7500 FAIR OAKS BLVD	CARMICHAEL TIRE & AUTO REPAIR	CARMICHAEL	95608	A	A					
7520 FAIR OAKS BLVD STE 2	ALL-TECH AUTOMOTIVE	CARMICHAEL	95608	A	A					
7538 FAIR OAKS BLVD	CARMICHAEL ANIMAL HOSPITAL	CARMICHAEL	95608		I					
7615 FAIR OAKS BLVD	BLUE CROSS PET HOSPITAL	CARMICHAEL	95608		I					
7619 FAIR OAKS BLVD	CYCLE PARTS	CARMICHAEL	95608	I	I					
7620 FAIR OAKS BLVD	MOTOR MACHINE SUPER SHOP	CARMICHAEL	95608	A	A					
7637 FAIR OAKS BLVD A	AMERICAN PASTIMES	CARMICHAEL	95608		A					
7637 FAIR OAKS BLVD STE D	RODS R US, INC	CARMICHAEL	95608	A	A					
7637 FAIR OAKS BLVD, #E	K & F AUTO CENTER	CARMICHAEL	95608		I					
7648 FAIR OAKS BLVD	PACIFIC COAST BODY & PAINT INC	CARMICHAEL	95608	I	I					
7649 FAIR OAKS BLVD	EURO-AM DISCOUNT AUTO SERVICE	CARMICHAEL	95608	A	A					
7700 FAIR OAKS BLVD	LARRY DAVIS AUTOMOTIVE REPAIR	CARMICHAEL	95608	A	A					
7705 FAIR OAKS BLVD	DJ'S AUTO & TIRE	CARMICHAEL	95608		A					
7718 FAIR OAKS BLVD	LITTLE BEAR AUTOMOTIVE	CARMICHAEL	95608	A	A					
7720 FAIR OAKS BLVD	CARMICHAEL MOWER & SAW	CARMICHAEL	95608	I	I					
7744 FAIR OAKS BLVD	C V S - VOLVO SERVICE	CARMICHAEL	95608	A	A					
7749 FAIR OAKS BLVD	SILVER STAR MOTORS	CARMICHAEL	95608	A	A					
7808 FAIR OAKS BLVD STE B	RIVER CITY BRAKES	CARMICHAEL	95608	A	A					
7820 FAIR OAKS BLVD E	JOKERS INC AMERICAN MOTORCYCLES	CARMICHAEL	95608		I					
7820 FAIR OAKS BLVD STE E	CAPITAL VILLAGE DRY CLEANERS	CARMICHAEL	95608	I	I					
7829 FAIR OAKS BLVD	CARMICHAEL HONDA MOTORSPORTS	CARMICHAEL	95608	A	A					
7837 FAIR OAKS BLVD	CARMICHAEL WATER DIST YARD	CARMICHAEL	95608	A	A					
7846 FAIR OAKS BLVD STE A	CHOICE AUTO	CARMICHAEL	95608		I					
7846 FAIR OAKS BLVD STE D	LIGHTNING AUTO ELECTRIC	CARMICHAEL	95608	I	I					
7941 FAIR OAKS BLVD	CALIFORNIA FAMILY FITNESS CTR	CARMICHAEL	95608	A						
8210 FAIR OAKS BLVD	IRISH IRON LLC	CARMICHAEL	95608	A						
8220 FAIR OAKS BLVD	ADVANCED AUTO COSMEDICS INC	CARMICHAEL	95608		I					
8232 FAIR OAKS BLVD	VALLEY HEATING & AIR CONDITIONING	CARMICHAEL	95608	I	A					
8240 FAIR OAKS BLVD	FAIR OAKS MINI MARKET	CARMICHAEL	95608	A	A	A				3
8329 FAIR OAKS BLVD, #A	L NEIL LOVERIDGE DDS	CARMICHAEL	95608		I					
8329 FAIR OAKS BLVD, #B	LAWRENCE P BISAUTA DDS	CARMICHAEL	95608		I					
8329 FAIR OAKS BLVD, #D	TRAVIS E TITLOW DDS	CARMICHAEL	95608		I					
8329 FAIR OAKS BLVD, #E	HOUGHTON DENTAL CORP	CARMICHAEL	95608		I					
8329 FAIR OAKS BLVD	THOMAS L ADAMSON DDS	CARMICHAEL	95608		I					
8329 FAIR OAKS BLVD, #F	RICHARD E CARCHIDI DDS	CARMICHAEL	95608		I					
8336 FAIR OAKS BLVD	LHCF CARMICHAEL CARE & REHABILITA	CARMICHAEL	95608	A						
8350 FAIR OAKS BLVD	CARMICHAEL OAKS-LHCF	CARMICHAEL	95608	A						
9045 FAIR OAKS BLVD STE I	SUNRIVER CLEANERS	CARMICHAEL	95608	A	A					
9700 FAIR OAKS BLVD A	L W STEWART DC	FAIR OAKS	95628		I					
9721 FAIR OAKS BLVD	MOTHER'S DISCOUNT AUTO	FAIR OAKS	95628	A	A					
9729 FAIR OAKS BLVD, #A	FAIR OAKS DRY CLEANERS	FAIR OAKS	95628	I	I					
9833 FAIR OAKS BLVD, #E	PATRICK K COOK DDS	FAIR OAKS	95628		I					

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9836 FAIR OAKS BLVD	HONEST ENGINE OF FAIR OAKS	FAIR OAKS	95628	A	A					
10111 FAIR OAKS BLVD	LAKEWOOD SMOG & AUTO REPAIR	FAIR OAKS	95628		I					
10111 FAIR OAKS BLVD	M3 AUTO SALES INC	FAIR OAKS	95628		A					
10136 FAIR OAKS BLVD	OAKS HARDWARE	FAIR OAKS	95628	I						
10231 FAIR OAKS BLVD	PERRY K KOLANDER DDS	FAIR OAKS	95628		I					
10317 FAIR OAKS BLVD	FAIR OAKS WATER DISTRICT	FAIR OAKS	95628	A						
10330 FAIR OAKS BLVD	RACY'S GARDEN DECOR	FAIR OAKS	95628	I						
10417 FAIR OAKS BLVD	OLD VILLAGE LANDSCAPING	FAIR OAKS	95628		I					
10425 FAIR OAKS BLVD	FAIR OAKS DENTAL VILLAGE	FAIR OAKS	95628		I					
10530 FAIR OAKS BLVD	OLD TOWNE ANIMAL HOSPITAL	FAIR OAKS	95628		I					
10629 FAIR OAKS BLVD	THE TIRE DEALER	FAIR OAKS	95628		I					
10940 FAIR OAKS BLVD	K D PACK DC	FAIR OAKS	95628		I					
11070 FAIR OAKS BLVD	JOE'S MARKET	FAIR OAKS	95628	A	A	A				3
11100 FAIR OAKS BLVD	MAK'S SMOG	FAIR OAKS	95628	I						
11121 FAIR OAKS BLVD	ORCHARD DENTAL GROUP	FAIR OAKS	95628		I					
11300 FAIR OAKS BLVD	ESKATON CARE CENTER FAIR OAKS-LHC	FAIR OAKS	95628	A		I				1
11707 FAIR OAKS BLVD	AT&T MOBILITY-FAIR OAKS (9698)	FAIR OAKS	95628	A						
11707 FAIR OAKS BLVD	VERIZON WIRELESS - MADISON	FAIR OAKS	95628	A						
12344 FAIR OAKS BLVD B	THE CHARLES DENTAL GROUP	FAIR OAKS	95628		I					
12344 FAIR OAKS BLVD C	HEALTHWISE CHIROPRACTIC	FAIR OAKS	95628		I					
6320 E FAIR OAKS BLVD	VERIZON WIRELESS - CARMICHAEL	CARMICHAEL	95608	A						
5924 FAIRBAIRN DR	SSW DISTRICT WELL 56-A FAIRBAIRN/KA	NORTH HIGHLANDS	95660	A						
300 FAIRBANKS AVE	SUMP 158	SACRAMENTO	95838	A						
450 FAIRWAY DR	LES SCHWAB TIRE CENTER #654	GALT	95632	A	A					
552 FAIRWAY DR	J & D AUTOBODY, INC	GALT	95632	A	A					
604 FAIRWAY DR	FAIRWAY CAR WASH	GALT	95632	I						
8431 FALCON VIEW DR	CA AMERICAN WATER-FALCON VIEW WE	SACRAMENTO	95843	A					I	
223 FARGO WAY	KINDRED HOSPITAL SACRAMENTO	FOLSOM	95630	I	I	I				1
7213 FAWN WAY	RONALD D YEE DDS	SACRAMENTO	95823		I					
6305 FEATHER CREEK DR	MSA: FEATHER CREEK WELL (W47)	ELK GROVE	95758	A					I	
955 FEE DR	CARQUEST AUTO PARTS	SACRAMENTO	95815	A	A					
975 FEE DR	FIVE STAR SERVICES	SACRAMENTO	95815	I	I					
1001 FEE DR	HD SUPPLY CONSTRUCTION SUPPLY, LT	SACRAMENTO	95815	A	A					
1101 FEE DR	AMERICAN MEDICAL RESPONSE	SACRAMENTO	95815	A	A					
1111 FEE DR	OZARK TRUCKING INC	SACRAMENTO	95815	I	I					
1115 FEE DR	MARQUIS CUSTOM CYCLES	SACRAMENTO	95815	I	I					
1201 FEE DR	HUNT & SONS, INC	SACRAMENTO	95815	A	A	A				5
1329 FEE DR	SAN FRANCISCO FRENCH BREAD	SACRAMENTO	95815	I	I					
9351 FEICKERT DR	ELK GROVE WATER SERVICE WELL #10	ELK GROVE	95624	I						
4020 FELL ST	SACRAMENTO CITY WELL #138	SACRAMENTO	95838	A					A	
3643 FEMOYER ST	MSA: MATHER FIELD STORAGE (WT06)	MATHER	95655	A					I	
8200 FERGUSON AVE	FERGUSON	SACRAMENTO	95828	I						
8220 FERGUSON AVE	BALANCED BODY INC	SACRAMENTO	95828	A	I					

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8250 FERGUSON AVE	CLARION WOODCRAFT	SACRAMENTO	95828	I	I					
8322 FERGUSON AVE	TIMBERLAKE CORPORATION	SACRAMENTO	95828	A						
8350 FERGUSON AVE	RATH TRUCKING	SACRAMENTO	95828	I	I					
123 F ST	TESTING PURPOSES ONLY	SACRAMENTO	95814			I				4
1200 F ST	PDR PARK & GAS	SACRAMENTO	95814	I	I	I				0
2211 F ST	RITE AID 6505	SACRAMENTO	95816	I	A					
5151 F ST	SUTTER MEMORIAL HOSPITAL	SACRAMENTO	95819	A	A	A				3
5277 F ST	IMAGING CENTERS OF SACRAMENTO	SACRAMENTO	95819		I			I		
7145 FILBERT	VERIZON WIRELESS OAK AVE	ORANGEVALE	95662	A						
6228 FILBERT AVE, #2	RANDALL E POWELL DC	ORANGEVALE	95662		I					
8324 FINTOWN CT	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95828	A						
8568 FIREMOSS WAY	MSA: SHELDON NORTH WELL (W65)	ELK GROVE	95624	A					I	
1304 FITCH WAY	MSA: FITCH WELL (W04)	SACRAMENTO	95864	A						
3045 FITE CIR	RIVER CITY MILLWORK, INC	SACRAMENTO	95827	I	A					
3117 FITE CIR	RIVER CITY RESPIRATORY	SACRAMENTO	95827	I						
3123 FITE CIR STE 101-3	VSP COATING LABORATORY	SACRAMENTO	95827	A	A					
3123 FITE CIR 102	THYSSEN ELEVATOR CORP	SACRAMENTO	95827	I	I					
3123 FITE CIR STE 105	TJ-H2B ANALYTICAL SERVICES, INC	SACRAMENTO	95827	A	A					
3127 FITE CIR STE B	NOR-CAL MOBILITY INC	SACRAMENTO	95827		I					
3129 FITE CIR 120	SHAW CONTRACT FLOORING	SACRAMENTO	95827	I						
3129 FITE CIR STE 130	NEW CENTURY AIR SYSTEMS	SACRAMENTO	95827	I	I					
3130 FITE CIR STE 2	E - Z PAINTING, INC	SACRAMENTO	95827	A	A					
3131 FITE CIR	VSP OPTICAL LAB	SACRAMENTO	95827	A	A					
3170 FITE CIR	MASTER TILE	SACRAMENTO	95827	I						
3383 FITZGERALD RD	V&O AUTO DISMANTLER	RANCHO CORDOVA	95742	I	I					
3391 FITZGERALD DR STE A	THE BODY SHOP AUTO BODY & PAINT	RANCHO CORDOVA	95742	I	I					
3150 FITZGERALD RD STE A	A & A TILE INC	RANCHO CORDOVA	95742	I						
3156 FITZGERALD RD STE B	HYDROCODE INC	RANCHO CORDOVA	95742	I	I					
3166 FITZGERALD RD	AHLSTOM CONSTRUCTION CO INC	RANCHO CORDOVA	95742	A	A					
3167 FITZGERALD RD	CUSTOM AIRE MECHANICAL INC	RANCHO CORDOVA	95742	I	I					
3169 FITZGERALD RD	J R PUTMAN, INC	RANCHO CORDOVA	95742	A	I					
3173 FITZGERALD RD	CEDAR ROOF CARE	RANCHO CORDOVA	95742	I						
3177 FITZGERALD RD	JOHN HACKETT PAINTING, INC	RANCHO CORDOVA	95742	A	A					
3179 FITZGERALD RD	JASON SHEET METAL INC	RANCHO CORDOVA	95742	I						
3181 FITZGERALD RD	WEST COAST ENVIRONMENTAL	RANCHO CORDOVA	95742	A	I					
3185 FITZGERALD RD	MITCHELL CONCRETE, INC	RANCHO CORDOVA	95742	A	A					
3187 FITZGERALD RD	RMP CONCRETE CONSTRUCTION INC	RANCHO CORDOVA	95742	I						
3191 FITZGERALD RD	ALLIED ENVIRONMENTAL	RANCHO CORDOVA	95742	I	I					
3193 FITZGERALD RD	REDLINE DIRECTIONAL INC	RANCHO CORDOVA	95742		A					
3195 FITZGERALD RD	PACIFIC VALLEY PAINTING	RANCHO CORDOVA	95742	I	I					
3199 FITZGERALD RD	AIRTEX	RANCHO CORDOVA	95742		I					
3203 FITZGERALD RD	COOK ENGINEERING	RANCHO CORDOVA	95742	I						
3213 FITZGERALD RD	TRU GREEN LANDCARE	RANCHO CORDOVA	95742	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
3217 FITZGERALD RD A	FERGUSON FIRE & FABRICATION INC	RANCHO CORDOVA	95742	I	I					
3219 FITZGERALD RD	QUALITY TOWING	RANCHO CORDOVA	95742	A	A					
3221 FITZGERALD RD	EF & EE INC	RANCHO CORDOVA	95742	A						
3225 FITZGERALD RD	HALEY METAL FABRICATION	RANCHO CORDOVA	95742	I						
3229 FITZGERALD RD STE A	ENVIROSUPPLY & SERVICE, INC	RANCHO CORDOVA	95742	A						
3229 FITZGERALD RD	SPRAY TECH SYSTEM INC	RANCHO CORDOVA	95742	I	I					
3233 FITZGERALD RD STE B	AAQUATOOLS, INC	RANCHO CORDOVA	95742	A	A					
3233 FITZGERALD RD	KIRBY'S PUMP & MECHANICAL INC	RANCHO CORDOVA	95742	I						
3236 FITZGERALD RD STE C	CT ENGINEERING	RANCHO CORDOVA	95742	A	A					
3236 FITZGERALD RD D	CMF	RANCHO CORDOVA	95742	I	I					
3236 FITZGERALD RD STE E	QUALITY FIRST HOME IMPROVEMENT IN	RANCHO CORDOVA	95742	A						
3237 FITZGERALD RD	HANKIN SPECIALTY ELEVATORS, INC	RANCHO CORDOVA	95742	A	I					
3241 FITZGERALD RD STE 1	SPRAY TECH SYSTEMS, INC	RANCHO CORDOVA	95742	A	I					
3241 FITZGERALD RD B	CHEMICAL TECHNOLOGIES INTL INC	RANCHO CORDOVA	95742	I						
3245 FITZGERALD RD B	KENT WIMMER STEEL FABRICATION	RANCHO CORDOVA	95742	I						
3249 FITZGERALD RD	CLS LABS	RANCHO CORDOVA	95742	A	A					
3253 FITZGERALD RD	SIERRA MECHANICAL CORPORATION	RANCHO CORDOVA	95742	A						
3255 FITZGERALD RD	SAM'S TOWING & TRANSPORT INC	RANCHO CORDOVA	95742		I					
3257 FITZGERALD RD STE 1	TECTA AMERICA SACRAMENTO, INC	RANCHO CORDOVA	95742	A	I					
3261 FITZGERALD RD STE A	ADVANCED POOLS	RANCHO CORDOVA	95742	I						
3261 FITZGERALD RD	VERIZON WIRELESS - GOLD VALLEY	RANCHO CORDOVA	95742	A						
3286 FITZGERALD RD	C C MYERS, INC	RANCHO CORDOVA	95742	A	A	A				3
3310 FITZGERALD RD	PSC ENVIRONMENTAL SERVICES (21ST C	RANCHO CORDOVA	95742	I						
3319 FITZGERALD RD STE 11	RIVER CITY GOLD	RANCHO CORDOVA	95742	A	A			I		
3319 FITZGERALD RD STE 12	DSE	RANCHO CORDOVA	95742	I	I					
3319 FITZGERALD RD STE 1	CAPITOL CITY BMWs AUTO BODY	RANCHO CORDOVA	95742		I					
3319 FITZGERALD RD 2	CTS	RANCHO CORDOVA	95742	I						
3319 FITZGERALD RD 3	CHS WHOLESALE HARDWARE	RANCHO CORDOVA	95742	I						
3319 FITZGERALD RD STE 7	SUPERIOR LINERS INC	RANCHO CORDOVA	95742	I	I					
3326 FITZGERALD RD	ALLIED WASTE SERVICES	RANCHO CORDOVA	95742	A	A	A				6
3329 FITZGERALD RD 1	TILE OUTLET	RANCHO CORDOVA	95742	I						
3329 FITZGERALD RD 3	ESSCO EXTERIOR PRODUCTS	RANCHO CORDOVA	95742	I						
3329 FITZGERALD RD 4	ADVANTAGE ASPHALT INC	RANCHO CORDOVA	95742	I						
3329 FITZGERALD RD STE 5	RIVER CITY DIFFERENTIALS	RANCHO CORDOVA	95742	I	I					
3339 FITZGERALD RD 2	ORIGINALS IN WOOD	RANCHO CORDOVA	95742	I						
3339 FITZGERALD RD STE 7	FOOTHILL SAW WORKS	RANCHO CORDOVA	95742	A	A					
3341 FITZGERALD RD STE B	FLEET AUTHORITY, INC	RANCHO CORDOVA	95742	A	A					
3341 FITZGERALD RD STE D	CVC EQUIPMENT, LLC	RANCHO CORDOVA	95742	I	I					
3341 FITZGERALD RD D	IMPRESSIVE CONSTRUCTION SERVICES	RANCHO CORDOVA	95742	I	I					
3362 FITZGERALD RD	OMEGA PRODUCTS INT'L, INC	RANCHO CORDOVA	95742	A						
3365 FITZGERALD RD STE A	STAR ONE INVESTMENTS, LLC	RANCHO CORDOVA	95742	A	A					
3365 FITZGERALD RD B	FOAM BUILDERS INC	RANCHO CORDOVA	95742	I						
3383 FITZGERALD RD STE A	SACRAMENTO DRILLING, INC	RANCHO CORDOVA	95742	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
3383 FITZGERALD RD STE B	EXTREME PERFORMANCE	RANCHO CORDOVA	95742		I					
3383 FITZGERALD RD, #D	DICK STEINBACH'S	RANCHO CORDOVA	95742	I						
3383 FITZGERALD RD STE E	GSV DISMANTLER	RANCHO CORDOVA	95742	I						
3383 FITZGERALD RD STE F-G	IN N OUT HONDA	RANCHO CORDOVA	95742	A	A					
3383 FITZGERALD RD STE H/I	EXTREME AUTO DISMANTLING	RANCHO CORDOVA	95742	I	A					
3391 FITZGERALD RD STE B	MLH AUTO DISMANTLING & AUTO BODY	RANCHO CORDOVA	95742	A	A					
3391 FITZGERALD RD STE C	ARM AUTO DISMANTLER	RANCHO CORDOVA	95742		I					
3391 FITZGERALD RD STE E	UNITED AUTO DISMANTLING	RANCHO CORDOVA	95742	A	A					
3391 FITZGERALD RD STE F	EXTREME AUTO DISMANTLING	RANCHO CORDOVA	95742	A	A					
3437 FITZGERALD RD	DIVISION 15 TECH	RANCHO CORDOVA	95742	A						
3457 FITZGERALD RD STE 1	TAYLOR FINISHED COATINGS	RANCHO CORDOVA	95742		A					
3457 FITZGERALD RD STE 2	CAL IRON ART	RANCHO CORDOVA	95742	A						
3457 FITZGERALD RD STE 3	B & C MASONRY INC	RANCHO CORDOVA	95742	I	I					
3457 FITZGERALD RD STE 5	CAPITAL MARINE SPORTS	RANCHO CORDOVA	95742	I	A					
3457 FITZGERALD RD STE 6	CT ENGINEERING	RANCHO CORDOVA	95742	I	I					
3458 FITZGERALD RD	LIVINGSTON'S CONCRETE SERVICE, INC	RANCHO CORDOVA	95742	A						
3469 FITZGERALD RD	H & E EQUIPMENT SERVICES	RANCHO CORDOVA	95742	A	A					
5868 FLIGHTLINE CIR	SACRAMENTO JET INC	SACRAMENTO	95837	I		I				1
5885 FLIGHTLINE CIR	SACRAMENTO JET CENTER	SACRAMENTO	95837	A	A					
5910 FLIGHTLINE CIR	BENETO TANK LINES	SACRAMENTO	95837	I	I	I				1
7201 FLORIN MALL DR	JAMES R OATES DDS	SACRAMENTO	95823		I					
7203 FLORIN MALL DR	RONALD T BLANCHETTE DDS	SACRAMENTO	95823		I					
7206 FLORIN MALL DR	R A VISSER DC	SACRAMENTO	95823		I					
7351 FLORIN MALL DR	SOUTHGATE RECREATION & PARK DISTI	SACRAMENTO	95823	A	A		I			
4100 FLORIN PERKINS RD	CIRCO SYSTEM BALANCE, INC	SACRAMENTO	95826	A	A					
4150 FLORIN PERKINS RD STE C	FIVE STAR PERFORMANCE INSULATION	SACRAMENTO	95826	A	I					
4201 FLORIN PERKINS RD	FLORIN PERKINS PUBLIC DISPOSAL SITE	SACRAMENTO	95826	A	A					
4400 FLORIN PERKINS RD	GROCERY OUTLET	SACRAMENTO	95826	A	A					
4601 FLORIN PERKINS RD STE 100	CENTRAL PET	SACRAMENTO	95826	A						
4601 FLORIN PERKINS RD STE 200	EXCEL GARDEN PRODUCTS	SACRAMENTO	95826	A	A					
4800 FLORIN PERKINS RD	ROCK TENN CP, LLC	SACRAMENTO	95826	A	A					
4949 FLORIN PERKINS RD STE 90	FACTORY UTV LLC	SACRAMENTO	95826	A	I					
5003 FLORIN PERKINS RD	CAR & E, INC	SACRAMENTO	95826	I	I					
5101 FLORIN PERKINS RD	MARK III CONSTRUCTION, INC	SACRAMENTO	95826	A	A					
5150 FLORIN PERKINS RD	PROBUILD	SACRAMENTO	95826	I	I		I			
5150 FLORIN PERKINS RD	S & C ELECTRICAL CONTRACTORS	SACRAMENTO	95826	I	I					
5200 FLORIN PERKINS RD	1 AUTO ACCESSORIES, INC	SACRAMENTO	95826	A	I					
5201 FLORIN PERKINS RD	S & K STEEL, INC	SACRAMENTO	95826	A						
5210 FLORIN PERKINS RD	US WORLD TRADING	SACRAMENTO	95826		I					
5300 FLORIN PERKINS RD	CFN RAMOS OIL CO	SACRAMENTO	95823	A	A					
5410 FLORIN PERKINS RD	ADVANCED RESTORATION & AUTOBODY	SACRAMENTO	95826	I	A					
5420 FLORIN PERKINS RD STE 200	US GRANITE	SACRAMENTO	95826	I						
5430 FLORIN PERKINS RD STE 100	ENDLESS POSSIBILI TEES	SACRAMENTO	95826		A					

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5440 FLORIN PERKINS RD	TRANE PARTS CENTER	SACRAMENTO	95826	A						
5500 FLORIN PERKINS RD	7-ELEVEN #32836	SACRAMENTO	95826	A	A	A				2
5555 FLORIN PERKINS RD	PG & E SERVICE CENTER	SACRAMENTO	95826	A	A	A			A	3
5601 FLORIN PERKINS RD	HART'S FLEET SERVICE, INC	SACRAMENTO	95828	A	A					
5643 FLORIN PERKINS RD	J & J REBAR CORPORATION	SACRAMENTO	95828	A	I	I				0
5711 FLORIN-PERKINS RD, #I	BILL SANTOS PHOTOGRAPHY	SACRAMENTO	95828		I					
5711 FLORIN PERKINS RD STE J	AUTOBEILLEGAL	SACRAMENTO	95828		I					
5711 FLORIN PERKINS RD STE K	TM AUTO SERVICE	SACRAMENTO	95828		I					
5711 FLORIN PERKINS RD STE L	AUTOBEILLEGAL	SACRAMENTO	95828	I	I					
5716 FLORIN PERKINS RD STE 6	DUPLICATE - SEE FA0019931	SACRAMENTO	95828	I	I					
5741 FLORIN PERKINS RD	CAPITOL CITY AUTOMOTIVE, INC	SACRAMENTO	95828	A	A					
5761 FLORIN PERKINS RD STE 1	EWING IRRIGATION PRODUCTS	SACRAMENTO	95828	A						
5761 FLORIN PERKINS RD STE 6	D & O AUTO REPAIR & BODY	SACRAMENTO	95828	A	A					
5761 FLORIN PERKINS RD STE 9	DDK MECHANICAL, INC	SACRAMENTO	95828	A						
5761 FLORIN-PERKINS RD	HARRISON'S BODY AND PAINT	SACRAMENTO	95828	I	I					
5761 FLORIN PERKINS RD	CHIN'S GERMAN AUTO TOY STORE	SACRAMENTO	95828		I					
5821 FLORIN PERKINS RD	1-800-RADIATOR	SACRAMENTO	95828		I					
5851 FLORIN PERKINS RD	ABESCO DISTRIBUTING CO INC	SACRAMENTO	95828	A						
5949 FLORIN PERKINS RD	GUNTHER'S COLLISION SERVICE	SACRAMENTO	95828	A	A					
6000 FLORIN-PERKINS RD	PACKARD BELL	SACRAMENTO	95828	I	I					
6401 FLORIN PERKINS RD	B C STOCKING DISTRIBUTING	SACRAMENTO	95828	I	I	I				3
6465 FLORIN PERKINS RD STE A	EMD COLLISION AUTO BODY & PAINT	SACRAMENTO	95828	I	I					
6465 FLORIN PERKINS RD	SMS AUTO BODY REPAIR & PAINT	SACRAMENTO	95828		A					
6486 FLORIN PERKINS RD	CALIFORNIA TRAILER WORKS, INC	SACRAMENTO	95828	A	A					
6490 FLORIN PERKINS RD	PREMIER AUTO BODY CENTER	SACRAMENTO	95828	I	I					
6492 FLORIN PERKINS RD	LEGACY ROOFING & WATERPROOFING	SACRAMENTO	95828	A	A					
6494 FLORIN PERKINS RD	IMPERIAL TRUCK & TRAILER REPAIR	SACRAMENTO	95828	A	A					
6496 FLORIN PERKINS RD	A-1 ADVANTAGE ASPHALT, INC	SACRAMENTO	95828	A	A					
6501 FLORIN PERKINS RD	BUD LINE TRUCKING, INC	SACRAMENTO	95828	A	A					
6549 FLORIN PERKINS RD	HEDMAN DRILLING	SACRAMENTO	95828	A						
6555 FLORIN PERKINS RD	SACRAMENTO CHEMICAL CORP	SACRAMENTO	95828	A	I				A	
6750 FLORIN PERKINS RD STE 400	THERMAL ROOF SYSTEMS, INC	SACRAMENTO	95828	A						
6790 FLORIN PERKINS RD STE 100	CDFA DIV OF MEASUREMENT STANDARDS	SACRAMENTO	95828	A	A					
6801 FLORIN PERKINS RD	AIRGAS USA, LLC	SACRAMENTO	95828	A	A				A	
6880 FLORIN PERKINS RD STE A	AUTO CORE RADIATOR MFG	SACRAMENTO	95828	A	A					
6880 FLORIN PERKINS RD STE B	JB RADIATOR SPECIALTIES	SACRAMENTO	95828	I	I					
6932 FLORIN PERKINS RD	PANCHO'S FIBERGLASS	SACRAMENTO	95828	I						
6934 FLORIN PERKINS RD	BEJAC CORP	SACRAMENTO	95828	A	A					
6941 FLORIN PERKINS RD	DENTONI'S SPRING & SUSPENSION CO	SACRAMENTO	95828	A	A					
6946 FLORIN PERKINS RD	ALL STATES W.E.S.T.	SACRAMENTO	95828	A	A					
7029 FLORIN PERKINS RD STE B	PROFESSIONAL FLEET SERVICES INC	SACRAMENTO	95828	I	I					
7029 FLORIN PERKINS RD STE B	KEARNEY'S PAINTING, INC	SACRAMENTO	95828	A	A					
7029 FLORIN PERKINS RD	PACIFIC TRUCK TANK, INC	SACRAMENTO	95828	A	A					

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7080 FLORIN PERKINS RD	HENDRICKSON TRUCKING, INC	SACRAMENTO	95828	A	A					
250 FLORIN RD	WALGREENS #10716	SACRAMENTO	95831	I	A					
376 FLORIN RD	EDWARD KUMASAKI DDS	SACRAMENTO	95831		I					
388 FLORIN RD	ACE HARDWARE	SACRAMENTO	95831	I						
455 FLORIN RD	ESKATON CARE CTR GREENHAVEN-LHC	SACRAMENTO	95831	A						
900 FLORIN RD	SAC REGIONAL MEDICAL CENTER	SACRAMENTO	95831		I					
902 FLORIN RD, #B	DAVID T WONG DDS	SACRAMENTO	95831		I					
930 FLORIN RD, #100	DENNIS D WONG DDS	SACRAMENTO	95831		I					
930 FLORIN RD, #101	ERIC D PHILLIPS DDS	SACRAMENTO	95831		I					
930 FLORIN RD 102	MICHAEL R DE ANDA DDS	SACRAMENTO	95831		I					
930 FLORIN RD, #104	ANDREW OWYOUNG DDS	SACRAMENTO	95831		I					
930 FLORIN RD, #201	HERBERT SCHRAMM DDS	SACRAMENTO	95831		I					
930 FLORIN RD, #202	KENNETH KOYASAKO DDS	SACRAMENTO	95831		I					
980 FLORIN RD	RITE AID #6084	SACRAMENTO	95831	I	A					
982 FLORIN RD	PAUL'S CLEANERS	SACRAMENTO	95831	A	A					
1040 FLORIN RD	SUPER SAVER #184 [HM]	SACRAMENTO	95831	I						
1235 FLORIN RD	CHEVRON STATION #97183	SACRAMENTO	95831	A	A	A				4
1301 FLORIN RD	BEL AIR SUPERMARKET #506	SACRAMENTO	95831	I	I					
1315 FLORIN RD	SHELL FACILITY #135859	SACRAMENTO	95831	I	I	I				3
1317 FLORIN RD	O'REILLY AUTO PARTS #2588	SACRAMENTO	95831	A	A					
1349 FLORIN RD	LONGS DRUGS #100 [HM]	SACRAMENTO	95831	I						
1349 FLORIN RD	CVS/PHARMACY #9823	SACRAMENTO	95831		I					
1349 FLORIN RD	CVS/PHARMACY #9823	SACRAMENTO	95831	I	I					
1350 FLORIN RD	CVS/PHARMACY #9823	SACRAMENTO	95822	A	A					
1355 FLORIN RD, #18	CURTIS DENTAL	SACRAMENTO	95822		I					
1355 FLORIN RD 20	STEVEN F HIGASHI DDS	SACRAMENTO	95822		I					
1355 FLORIN RD, #21	AMOR R CRISTOBAL DDS	SACRAMENTO	95822		I					
1355 FLORIN RD 240	ROBERT M SHIMADA DDS	SACRAMENTO	95822		I					
1355 FLORIN RD 4	CRAIG S MAKISHIMA DDS	SACRAMENTO	95822		I					
1385 FLORIN RD	J & J CLEANERS	SACRAMENTO	95822	I	A					
1391 FLORIN RD	ARCO AM/PM #00551	SACRAMENTO	95822	A	A	A				4
2221 FLORIN RD	QUALITY TUNE UP	SACRAMENTO	95822	A	A					
2328 FLORIN RD	AT&T MOBILITY	SACRAMENTO	95822	I						
2328 FLORIN RD	T-MOBILE WEST CORP (SC06131A)	SACRAMENTO	95822	I						
2350 FLORIN RD	FLORIN ROAD BINGO	SACRAMENTO	95822	A						
2355 FLORIN RD	MI RANCHO	SACRAMENTO	95822	I						
2390 FLORIN RD	F & W OIL, INC	SACRAMENTO	95822	A	A	A				2
2399 FLORIN RD	PETRO STAR OIL, CO	SACRAMENTO	95822	A	A	A				3
2460 FLORIN RD	KELLEY'S VALERO	SACRAMENTO	95822	A	A	A				4
2468 FLORIN RD	TIRE PROS	SACRAMENTO	95822	A	A					
2501 FLORIN RD	PARATRANSIT, INC	SACRAMENTO	95822	A	A					
2680 FLORIN RD STE 101	SUPERB AUTO REPAIR & TIRE CENTER	SACRAMENTO	95822	A	A					
2680 FLORIN RD STE 102	SPRAY ON BEDLINERS	SACRAMENTO	95822	I						

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2680 FLORIN RD STE 103A	STAR MOTORS	SACRAMENTO	95822	I	A					
2680 FLORIN RD STE 103B	ADVANCED AUTO REPAIR	SACRAMENTO	95822	I	I					
2680 FLORIN RD STE 107	SMOG DIAGNOSTIC SPECIALISTS	SACRAMENTO	95822	A	A					
2680 FLORIN RD STE 108	GLORI'S IMPORT SERVICE	SACRAMENTO	95822	I	I					
2697 FLORIN RD	KELLY-MOORE PAINT CO INC	SACRAMENTO	95822	I						
2700 FLORIN RD STE 2	MAACO AUTO PAINTING & BODY WORKS	SACRAMENTO	95822	A	A					
2700 FLORIN RD STE 3	ABES	SACRAMENTO	95822		I					
2720 FLORIN RD	AUTO ZONE #5599	SACRAMENTO	95822	A	A					
2750 FLORIN RD	O'REILLY AUTO PARTS #3184	SACRAMENTO	95822	A	A					
2770 FLORIN RD	FLORIN AUTO CENTRE	SACRAMENTO	95822	I	A					
2811 FLORIN RD STE B	SUPER AUTO CARE CENTER #2	SACRAMENTO	95822	I	I					
2813 FLORIN RD	MAGIC CAR WASH	SACRAMENTO	95822	I	I					
2829 FLORIN RD	AUTO ZONE #5599	SACRAMENTO	95822	I	I					
2860 FLORIN RD	G R LAWSON DC	SACRAMENTO	95822		I					
2900 FLORIN RD	JIFFY LUBE #429	SACRAMENTO	95822	A	A					
3020 FLORIN RD	AUTOBAHN PERFORMANCE	SACRAMENTO	95822	I	I					
3026 FLORIN RD	U-HAUL CENTER OF FLORIN RD	SACRAMENTO	95822	A						
3465 FLORIN RD	FRANCISCO'S CAR WASH	SACRAMENTO	95823	A	A					
3655 FLORIN RD	SACRAMENTO HYUNDAI	SACRAMENTO	95823	I	I					
3800 FLORIN RD	ELK GROVE TOYOTA COLLISION CTR ON	SACRAMENTO	95823	A	A	I				1
3801 FLORIN RD	CREDITMAX AUTOMOTIVE	SACRAMENTO	95823	A	A					
3805 FLORIN RD STE 1100	BANK APPROVED AUTO	SACRAMENTO	95823		I					
3805 FLORIN RD	WINTER VOLVO LINCOLN MERCURY	SACRAMENTO	95823	I	I					
3809 FLORIN RD	PAC BELL TELEPHONE CO - AT&T CALIF	SACRAMENTO	95823	A	A	A				1
3810 FLORIN RD STE B	FLORIN ROAD COLLISION CENTER	SACRAMENTO	95823	A	A					
3810 FLORIN RD	FLORIN ROAD KIA	SACRAMENTO	95823	I	I					
3811 FLORIN RD, #12	UNI QUE DENTAL CARE	SACRAMENTO	95823		I					
3811 FLORIN RD 8	MELVIN G MAEDA DDS	SACRAMENTO	95823		I					
3815 FLORIN RD	CAPITOL CITY CHEVROLET-MITSUBISHI	SACRAMENTO	95823	I	I	I				1
3815 FLORIN RD	VERIZON WIRELESS - SOUTHGATE	SACRAMENTO	95823	I						
3860 FLORIN RD	FOOD MAXX #464	SACRAMENTO	95823	I	A					
4020 FLORIN RD	RITE AID #6077	SACRAMENTO	95823	I	A					
4050 FLORIN RD	GREENHAVEN SHELL #51	SACRAMENTO	95823	A	A	A				3
4150 FLORIN RD REAR	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95823	A						
4220 FLORIN RD	99 RANCH MARKET	SACRAMENTO	95823	I	I					
4401 FLORIN RD	WESTERN DENTAL CENTER	SACRAMENTO	95823		A					
4420 FLORIN RD	WAL-MART STORE #2735	SACRAMENTO	95823	I	I					
4421 FLORIN RD	FLORIN ARCO AM/PM	SACRAMENTO	95823	A	A	A				3
4433 FLORIN RD, #790	MICHAEL R O'BRIEN DDS	SACRAMENTO	95823		I					
4440 FLORIN RD	CA PARTY TIME	SACRAMENTO	95823	I						
4641 FLORIN RD	HOME DEPOT #651	SACRAMENTO	95823	A	A					
4700 FLORIN RD	FLORIN CHEVRON #92154	SACRAMENTO	95823	A	A	A				3
4705 FLORIN RD	PETRO STAR OIL CO	SACRAMENTO	95822	A	A	A				2

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5417 FLORIN RD	ELDER CHIROPRACTIC INC	SACRAMENTO	95823		I					
5464 FLORIN RD	JIFFY LUBE #1464	SACRAMENTO	95823	A	A					
5500 FLORIN RD	FLORIN SHELL	SACRAMENTO	95823	A	A	A				3
5501 FLORIN RD	LES SCHWAB TIRE CENTER #639	SACRAMENTO	95823	I	A					
5601 FLORIN RD	MONTGOMERY WARDS AUTO #2101	SACRAMENTO	95823	I	I					
5601 FLORIN RD	MONTGOMERY WARDS RETAIL	SACRAMENTO	95823	I						
5710 FLORIN RD	TRUCK CITY AUTO SALES, INC	SACRAMENTO	95823	A	A					
5800 FLORIN RD STE A	PCP MOTOR SPORTS	SACRAMENTO	95823	I	I					
5800 FLORIN RD STE B	COOKS COLLISION OF FLORIN RD	SACRAMENTO	95823	A	A					
5800 FLORIN RD	LASHER AUDI ISUZU	SACRAMENTO	95823	I	I	I				2
5830 FLORIN RD	PCP MOTORSPORTS	SACRAMENTO	95823	A	A					
5901 FLORIN RD	DUPLICATE - SEE FA0010623	SACRAMENTO	95823	I						
5901 FLORIN RD	SEARS #1408/6861/8058	SACRAMENTO	95823	A	A					
5901 FLORIN RD	TEETH FOR LIFE DENTAL GROUP	SACRAMENTO	95823	I	I					
5987 FLORIN RD	EXPRESSLY PORTRAITS INC	SACRAMENTO	95823		I			I		
6051 FLORIN RD	WAL-MART SUPERCENTER #2735	SACRAMENTO	95823	A	A					
6160 FLORIN RD #D	MYERS CUSTOM	SACRAMENTO	95823	I	I					
6160 FLORIN RD	MUFFLER TECH LLC	SACRAMENTO	95823	A	A					
6179 FLORIN RD, #2B2	RITZ CAMERA #108	SACRAMENTO	95823		I			I		
6250 FLORIN RD	SACRAMENTO HYUNDAI	SACRAMENTO	95823	A	A					
6250 FLORIN RD	H2 AUTO BODY	SACRAMENTO	95823		A					
6308 FLORIN RD	MIDAS SACRAMENTO	SACRAMENTO	95823	A	A					
6320 FLORIN RD	CARQUEST AUTO PARTS	SACRAMENTO	95823	I						
6332 FLORIN RD	MING'S PRINTING CO	SACRAMENTO	95823		I					
6550 FLORIN RD	FLORIN CENTER 76 #254923	SACRAMENTO	95828	I	I	I				2
6612 FLORIN RD	FLORIN CLEANERS	SACRAMENTO	95828		A					
6614 FLORIN RD, #B	RAINBOW STUDIO	SACRAMENTO	95828		I					
6621 FLORIN RD	AKZO NOBEL PAINTS LLC	SACRAMENTO	95828	A						
7870 FLORIN RD	RAINBOW FOODS	SACRAMENTO	95828	I						
7900 FLORIN RD STE 5	RITE AID #6082	SACRAMENTO	95828	I	A					
7900 FLORIN RD	RITE AID #6082	SACRAMENTO	95828	I						
8015 FLORIN RD	LU'S AUTO REPAIR	SACRAMENTO	95828	A	A					
8021 FLORIN RD	DAN JOHNSON DDS	SACRAMENTO	95828		I					
8061 FLORIN RD	FASTRIP FOOD STORE #895	SACRAMENTO	95828	A	A	A				4
8062 FLORIN RD	SHELL FACILITY #135840	SACRAMENTO	95828	A	A	A				2
8062 FLORIN RD	PROPEL FUELS SHELL FAC #135840	SACRAMENTO	95828	A	A	A				2
8121 FLORIN RD	ARCO AM/PM #5503	SACRAMENTO	95828	A	A	A				3
8135 FLORIN RD	AUTO ZONE #2867	SACRAMENTO	95828	A	A					
8325 FLORIN RD	ELK GROVE GEAR	SACRAMENTO	95828	I	I					
8345 FLORIN RD	FLORIN TRACTOR PARTS, INC	SACRAMENTO	95828	A	A					
8352 FLORIN RD	JOHN'S AUTO BODY REPAIR	SACRAMENTO	95828		I					
8380 FLORIN RD	MING'S RESOURCE CORP	SACRAMENTO	95828	A						
8440 FLORIN RD	TESCO CONTROLS, INC	SACRAMENTO	95828	A	I	I				3

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				BP	WG	UST	AST	TIER	CalARP	
8467 FLORIN RD	LUPTON EXCAVATION, INC	SACRAMENTO	95828	A	A					
8481 FLORIN RD	PRECISION SMOG & TUNE, INC	SACRAMENTO	95828	I	A					
8498 FLORIN RD	QUICK AND EASY #2	SACRAMENTO	95828	A	A	A				3
8500 FLORIN RD	QUIK STOP MARKET #162	SACRAMENTO	95828	A	A	A				3
8517 FLORIN RD	DUPLICATE - SEE FA0016517	SACRAMENTO	95828	I						
8555 FLORIN RD STE A	PENSKE TRUCK RENTAL	SACRAMENTO	95828	A						
8555 FLORIN RD STE D1	NEU ERA TOWING & REPAIR SHOP	SACRAMENTO	95828		I					
8555 FLORIN RD STE D	ADAM'S TRANSMISSION SHOP	SACRAMENTO	95828	A	A					
8589 FLORIN RD	P & P BUILDING WRECKING, INC	SACRAMENTO	95828	A	A					
8909 FLORIN RD	RICHARD A. HEAPS ELECTRICAL CONT	SACRAMENTO	95829	I	I					
9783 FLORIN RD	BAO BEI PROPERTY	SACRAMENTO	95829			I				1
10151 FLORIN RD	VINEYARD SURFACE WATER TREATMEN	SACRAMENTO	95829	A	A					
10600 FLORIN RD	MATSUDA OF SACTO	SACRAMENTO	95830	I	I	I				1
11499 FLORIN RD	LOPEZ AG SERVICES, INC	SACRAMENTO	95830	A	A					
11501 FLORIN RD	TRIANGLE ROCK PRODUCTS INC	SACRAMENTO	95830	A	A					
11365 FOGG RD	AGWORKS	ELK GROVE	95757	I	I					
6604 FOLSOM AUBURN RD	SPEEDEE OIL CHANGE AND TUNE UP	FOLSOM	95630	A	A					
6610 FOLSOM AUBURN RD 8	SUTTER TERRACE DENTAL GROUP	FOLSOM	95630	I	I					
6611 FOLSOM AUBURN RD, #M	FOLSOM FAMILY DENTAL CTR	FOLSOM	95630		I					
6693 FOLSOM AUBURN RD 6	P J CARPENTER DC	FOLSOM	95630		I					
7450 FOLSOM AUBURN RD	BROTHERS BOATS	FOLSOM	95630	A	A					
7530 FOLSOM AUBURN RD	FOLSOM DAM AUTO REPAIR	FOLSOM	95630	A	A					
7620 FOLSOM AUBURN RD	CRLLC/76 #5755	FOLSOM	95630	A	A	A				3
7700 FOLSOM AUBURN RD	HASTIE'S CAPITAL & GRAVEL CO	FOLSOM	95630	I						
7806 FOLSOM AUBURN RD	FOLSOM LAKE STATE RECREATION ARE.	FOLSOM	95630	A	A					
7905 FOLSOM AUBURN RD	VERIZON WIRELESS - FOLSOM DAM	FOLSOM	95630	A						
8008 FOLSOM AUBURN RD	PINEBROOK DENTAL CARE	FOLSOM	95630	I	I					
FOLSOM BLVD/HAZEL AVE	SASD S038 HAZEL CHLORINATION	RANCHO CORDOVA	95742	I					I	
1070 FOLSOM CROSSING	NEIL'S CONTROLLED BLASTING LP	FOLSOM	95630	I						
501 FOLSOM DAM RD	KIEWIT PACIFIC CO	FOLSOM	95630	I	I					
7794 FOLSOM DAM RD	BUREAU OF REC - DRILL YARD	FOLSOM	95630	I	I					
7794 FOLSOM DAM RD	USBR CENTRAL CALIF AREA OFFICE	FOLSOM	95630	A	A					
7794 FOLSOM DAM RD	FOLSOM SUBSTATION	FOLSOM	95630	A						
FOLSOM DAM RD	KIEWIT INFRASTRUCTURE WEST CO	FOLSOM	95630	I	I					
1070 FOLSOM LAKE CROSSING DMPS	KIEWIT INFRASTRUCTURE WEST CO	FOLSOM	95630	I	I					
1070 FOLSOM LAKE CROSSING DMPS	MARTIN BROTHERS CONSTRUCTION	FOLSOM	95630	I	I					
FOLSOM SOUTH CANAL	SMUD FOLSOM SOUTH CANAL PUMPING	HERALD	95638	A						
3160 FOLSOM BLVD	MERCY MEDICAL GROUP	SACRAMENTO	95816	I	I			I		
3160 FOLSOM BLVD	MERCY HEALTHCARE	SACRAMENTO	95816	I						
3160 FOLSOM BLVD	RYE DENTAL GROUP	SACRAMENTO	95816		I					
3201 FOLSOM BLVD	FINISH MASTER, INC #235	SACRAMENTO	95816	A	A					
3271 FOLSOM BLVD	THE BLACK & WHITE PHOTO LAB	SACRAMENTO	95816		I			I		
3300 FOLSOM BLVD	SHERWIN-WILLIAMS STORE #8635	SACRAMENTO	95816	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
3331 FOLSOM BLVD	BLVD FRENCH CLEANERS	SACRAMENTO	95816	A	A					
3401 FOLSOM BLVD A	TIMOTHY MICKIEWICZ DDS	SACRAMENTO	95816		I					
3440 FOLSOM BLVD	STOP N SHOP	SACRAMENTO	95816	A	A	A				2
3500 FOLSOM BLVD	SAYLOR LANE HEALTHCARE LHCF	SACRAMENTO	95816	I						
4300 FOLSOM BLVD	EAST LAWN MEMORIAL PARK	SACRAMENTO	95819	A	A					
4800 FOLSOM BLVD	EAST SACRAMENTO HARDWARE INC	SACRAMENTO	95819	I						
5039 FOLSOM BLVD	CVS/PHARMACY #3943	SACRAMENTO	95819	I	I					
5220 FOLSOM BLVD	FRANK'S AUTOMOTIVE	SACRAMENTO	95819	A	A					
5431 FOLSOM BLVD	SCRUB BOYS CAR WASH	SACRAMENTO	95819	I	I					
5501 FOLSOM BLVD	AUTO ZONE #5597	SACRAMENTO	95819	A	A					
5600 FOLSOM BLVD	SAVE MART SUPERMARKET #622	SACRAMENTO	95819	I	A					
5701 FOLSOM BLVD	BIG O TIRES #39	SACRAMENTO	95819	A	A					
5712 FOLSOM BLVD	RITE AID #6073	SACRAMENTO	95819	I	A					
5730 FOLSOM BLVD	BRILLHART SHELL SERVICE	SACRAMENTO	95819	I	I	I				4
5810 FOLSOM BLVD	CORTI BROTHERS #1	SACRAMENTO	95819	I						
5900 FOLSOM BLVD	CA DEPT OF TRANSPORTATION, DIV OF I	SACRAMENTO	95819	A	A					
5901 FOLSOM BLVD	CAMELLIA CLEANERS	SACRAMENTO	95819	A	A					
5990 FOLSOM BLVD	DEPT TRANSPORTATION - MAINT	SACRAMENTO	95819	I						
6011 FOLSOM BLVD	R/C COUNTRY HOBBIES	SACRAMENTO	95819	I						
6101 FOLSOM BLVD	A-AUTO SERVICE	SACRAMENTO	95819	A	A	I	I			1
6409 FOLSOM BLVD 2	PROSTHODONTIC DENTAL GROUP	SACRAMENTO	95819		I					
6438 FOLSOM BLVD	BEST POOL SUPPLY INC	SACRAMENTO	95819	I						
6441 FOLSOM BLVD	CJ GAS, INC	SACRAMENTO	95819	A	A	A				3
6531 FOLSOM BLVD	KELLY-MOORE PAINT CO INC	SACRAMENTO	95819	I						
6710 FOLSOM BLVD	DUNN-EDWARDS CORP	SACRAMENTO	95819	I	I					
6770 FOLSOM BLVD	DUNN-EDWARDS CORP	SACRAMENTO	95819	I	I					
6800 FOLSOM BLVD STE 200	KELLY-MOORE PAINT CO INC	SACRAMENTO	95819	A						
6801 FOLSOM BLVD	RUSS TRANSMISSION INC	SACRAMENTO	95819	I	I		I			
6948 FOLSOM BLVD	AMERICAN POWER ENERGY SERVICES I	SACRAMENTO	95826		A					
7322 FOLSOM BLVD C	SACRAMENTO MARINE CENTER	SACRAMENTO	95826	I	I					
7324 FOLSOM BLVD STE B & C	DELTA RUBBER INC	SACRAMENTO	95826	I						
7500 FOLSOM BLVD	BODYCRAFT COLLISION CENTER, LLC	SACRAMENTO	95826	A	A					
7606 FOLSOM BLVD STE A	CAL WEST AUTO BODY LLC	SACRAMENTO	95826	I	I					
7608 FOLSOM BLVD	DON HOBAN COMPANY INC	SACRAMENTO	95826	I						
7608 FOLSOM BLVD	AGENT AUTO	SACRAMENTO	95826	I	A					
7700 FOLSOM BLVD	SUTTER CNTR FOR PSYCHIATRY-LHCF	SACRAMENTO	95826	A						
8000 FOLSOM BLVD	HOME DEPOT #6620	SACRAMENTO	95826	A	A					
8090 FOLSOM BLVD	POWER INN SHELL	SACRAMENTO	95826	A	A	A				4
8090 FOLSOM BLVD	PROPEL FUELS POWER INN SHELL	SACRAMENTO	95826	A	A	A				2
8099 FOLSOM BLVD	POWER INN CHEVRON #93395	SACRAMENTO	95826	A	A	A				4
8180 FOLSOM BLVD	PG & E BRIGHTON SUBSTATION	SACRAMENTO	95826	A	A					
8280 FOLSOM BLVD STE D	MOTORCYCLE CONSIGNMENTS PLUS	SACRAMENTO	95826	I	I					
8294 FOLSOM BLVD	BEST POOL SUPPLY INC	SACRAMENTO	95826	I						

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8329 FOLSOM BLVD	PARK N GAS	SACRAMENTO	95826	A	A	A				3
8343 FOLSOM BLVD 100	POWER INN CHIROPRACTIC	SACRAMENTO	95826		I					
8354 FOLSOM BLVD	TIRE & WHEEL OUTLET	SACRAMENTO	95826		I					
8387 FOLSOM BLVD	99 CENTS ONLY STORE #209	SACRAMENTO	95826	I	A					
8391 FOLSOM BLVD	RALEY'S SUPERMARKET #420	SACRAMENTO	95826	I	I					
8399 FOLSOM BLVD STE 1	CHOICE CLEANERS	SACRAMENTO	95826	I	A					
8461 FOLSOM BLVD	786 ENTERPRISE - VALERO	SACRAMENTO	95826	A	A	A				3
8605 FOLSOM BLVD	PRINT TECH	SACRAMENTO	95826	I	I					
8631 FOLSOM BLVD	GERMAN MOTORS CO	SACRAMENTO	95826	A	A					
8651 FOLSOM BLVD	FOLSOM GAS	SACRAMENTO	95826	A	A	A				3
8655 FOLSOM BLVD	LOTTERY LIQUOR	SACRAMENTO	95826	I						
8667 FOLSOM BLVD	VIP AUTO CARE	SACRAMENTO	95826	A	A					
8685 FOLSOM BLVD	K-B MOTORS	SACRAMENTO	95826	A	A					
8801 FOLSOM BLVD STE 110	AC GENERAL ENGINEERING INC	SACRAMENTO	95826	I	I					
8957 FOLSOM BLVD	ROSEMONT PET CLINIC	SACRAMENTO	95826		I					
9015 FOLSOM BLVD	POWER MART	SACRAMENTO	95826	I		I				0
9025 FOLSOM BLVD	MEINEKE ECONO LUBE	SACRAMENTO	95826	A	A	I				1
9121 FOLSOM BLVD STE A	ERIC WONG DDS	SACRAMENTO	95826		I					
9121 FOLSOM BLVD, #D	TIMOTHY R YORK DDS	SACRAMENTO	95826		I					
9121 FOLSOM BLVD E	JAMES F PETERS DDS INC	SACRAMENTO	95826		I					
9121 FOLSOM BLVD F	RICHARD F MOORHOUSE DDS	SACRAMENTO	95826		I					
9121 FOLSOM BLVD STE G	PETER M. ROMINES	SACRAMENTO	95826		I					
9199 FOLSOM BLVD	SHELL FACILITY #135842	SACRAMENTO	95826	A	A	A				2
9203 FOLSOM BLVD	AMERICAN RIVER BIKE SHOP	SACRAMENTO	95826		I					
9325 FOLSOM BLVD	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95826	A						
9565 FOLSOM BLVD STE A	ADVANCED TRANSMISSIONS	SACRAMENTO	95827	I	I					
9565 FOLSOM BLVD STE C	OZMOTIVE AUTO REPAIR	SACRAMENTO	95827	A	A					
9565 FOLSOM BLVD STE E & F	S & G AUTO REPAIR	SACRAMENTO	95827	I	I					
9565 FOLSOM BLVD	MIDAS AUTO SERVICE EXPERTS	SACRAMENTO	95827	A	A					
9565 FOLSOM BLVD STE F	KELLEY AUTOMOTIVE	SACRAMENTO	95827	A	A					
9645 FOLSOM BLVD	ALL CLEAR POOL & SPA	SACRAMENTO	95827	I						
9651 FOLSOM BLVD	GREENING CHIROPRACTIC OFFICE	SACRAMENTO	95827		I					
9701 FOLSOM BLVD	PURRFECT AUTO SERVICE	SACRAMENTO	95827	A	A					
9743 FOLSOM BLVD	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95827	A					I	
9837 FOLSOM BLVD 1	MYRON S KIM DDS	SACRAMENTO	95827		I					
10017 FOLSOM BLVD	STANDARD APPLIANCE PARTS CO INC	SACRAMENTO	95827	I						
10051 FOLSOM BLVD	USA/TESORO #68198	SACRAMENTO	95827	A	A	A				3
10069 FOLSOM BLVD	FULL STOP MARKET	RANCHO CORDOVA	95670	I						
10077 FOLSOM BLVD	QUICK FIT TIRES	RANCHO CORDOVA	95670	I	I					
10083 FOLSOM BLVD D	SMOG ZONE N LUBE	RANCHO CORDOVA	95670	I	I					
10089 FOLSOM BLVD B2	MIKE'S TRUCK REPAIR	RANCHO CORDOVA	95670	I	I					
10089 FOLSOM BLVD	TOM'S RADIATOR & MUFFLER	RANCHO CORDOVA	95670	I						
10109 FOLSOM BLVD	FOLSOM CHEVRON	RANCHO CORDOVA	95670	A	A	A				3

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10117 FOLSOM BLVD	O'REILLY AUTO PARTS #2821	RANCHO CORDOVA	95670	A	A					
10121 FOLSOM BLVD	WALKER-CORDOVA HARDWARE	RANCHO CORDOVA	95670	I						
10131 FOLSOM BLVD	FOLSOM BLVD PET HOSPITAL	RANCHO CORDOVA	95670		I					
10139 FOLSOM BLVD	5 STAR AUTO SALE & BODY SHOP	RANCHO CORDOVA	95670		A					
10161 FOLSOM BLVD	VETERANS CLEANERS	RANCHO CORDOVA	95670		I					
10265 FOLSOM BLVD	JIFFY LUBE #2226	RANCHO CORDOVA	95670	A	A	I				0
10299 FOLSOM BLVD	UNITED PETROLEUM VALERO	RANCHO CORDOVA	95670	A	A	A				2
10321 FOLSOM BLVD	GOODYEAR AUTO SERVICE CENTER #92	RANCHO CORDOVA	95670	I	I					
10337 FOLSOM BLVD	DOLLAR TREE STORE #1205	RANCHO CORDOVA	95670	I						
10363 FOLSOM BLVD	CALLEN POOL SUPPLY	RANCHO CORDOVA	95670	I						
10385 FOLSOM BLVD	RALEY'S SUPERMARKET #418 HM	RANCHO CORDOVA	95670	I	I					
10399 FOLSOM BLVD	TOSCO 76 #30669	RANCHO CORDOVA	95670			I				0
10401 FOLSOM BLVD SUIT C	GUNDERSON CHIROPRACTIC	RANCHO CORDOVA	95670		I					
10407 FOLSOM BLVD	FIRESTONE COMPLETE AUTO CARE (#35	RANCHO CORDOVA	95670	A	A					
10443 FOLSOM BLVD	H & H TIRE SHOP	RANCHO CORDOVA	95670		I	I				
10501 FOLSOM BLVD	E-Z STOP FOOD & LIQUOR	RANCHO CORDOVA	95670	A	A	A				2
10525 FOLSOM BLVD	CARQUEST AUTO PARTS	RANCHO CORDOVA	95670	I	I					
10607 FOLSOM BLVD	SUNRISE AUTO PARTS	RANCHO CORDOVA	95670	I						
10635 FOLSOM BLVD	SAFeway #1746	RANCHO CORDOVA	95670	I						
10655 FOLSOM BLVD	WAL-MART STORE #2457	RANCHO CORDOVA	95670	A	A					
10751 FOLSOM BLVD STE A	P & E AUTO REPAIR	RANCHO CORDOVA	95670	A	A					
10751 FOLSOM BLVD STE B	RANCHO SMOG	RANCHO CORDOVA	95670	I	I					
10751 FOLSOM BLVD STE C	RANCHO AUTO REPAIR	RANCHO CORDOVA	95670	I	I					
10751 FOLSOM BLVD	RANCHO AUTO SERVICE	RANCHO CORDOVA	95670	I	I					
10751 FOLSOM BLVD	RANCHO TIRE & AUTO SERVICE	RANCHO CORDOVA	95670	I	I					
10791 FOLSOM BLVD	AUTOZONE #3336	RANCHO CORDOVA	95670	A	A					
10801 FOLSOM BLVD	QUALITY TUNE UP #51	RANCHO CORDOVA	95670	A	A					
10847 FOLSOM BLVD	HARRY'S LIQUOR & FOOD	RANCHO CORDOVA	95670	A	A	A				2
10849 FOLSOM BLVD	SUPERIOR AUTOMOTIVE	RANCHO CORDOVA	95670	A	A					
10855 FOLSOM BLVD	PRINT CITY	RANCHO CORDOVA	95670		I					
10899 FOLSOM BLVD	PEP BOYS #0712	RANCHO CORDOVA	95670	A	A					
11000 FOLSOM BLVD STE A&B	B & J BODY SHOP	RANCHO CORDOVA	95670	A	A					
11043 FOLSOM BLVD	VISTA PAINT #40	RANCHO CORDOVA	95670	A	A					
11050 FOLSOM BLVD	ASIAN IMPORTS	RANCHO CORDOVA	95670	I	I					
11050 FOLSOM BLVD	BOB KING	RANCHO CORDOVA	95670		I					
11079 FOLSOM BLVD	7-ELEVEN STORE #35347	RANCHO CORDOVA	95670	A	A	A				4
11115 FOLSOM BLVD	HOMEbase #78	RANCHO CORDOVA	95670	I						
11119 FOLSOM BLVD	AT & T MOBILITY-KILGORE M/C (9767)	RANCHO CORDOVA	95670	I						
11295 FOLSOM BLVD	KEVIN'S QUALITY MARINE INC	RANCHO CORDOVA	95742	I	I					
11303 FOLSOM BLVD	MARV'S TRAILER	RANCHO CORDOVA	95742	A	I					
11309 FOLSOM BLVD	D & D SUPPLY, INC	RANCHO CORDOVA	95742	A	I					
11311 FOLSOM BLVD	AUTOWORKS OF GOLD RIVER INC	RANCHO CORDOVA	95742	I	I					
11315 FOLSOM BLVD	AMERICAN MUSTANG PARTS LLC	RANCHO CORDOVA	95742		A					

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11325 FOLSOM BLVD	RIVER CITY SALES & SERVICE	RANCHO CORDOVA	95742	A	A					
11325 FOLSOM BLVD	RIVER CITY RENTALS	RANCHO CORDOVA	95742	A	A					
11335-B FOLSOM BLVD	NORTHERN CA SWIMSTITUTE	RANCHO CORDOVA	95742	I						
11335 FOLSOM BLVD STE B	SWIMSTITUTE	RANCHO CORDOVA	95742	I						
11349 FOLSOM BLVD	HAMMER'S SKI & MARINE	RANCHO CORDOVA	95742		I					
11355 FOLSOM BLVD STE A	LIGHTNING WAKEBOARD TOWERS & AC	RANCHO CORDOVA	95742	A						
11355 FOLSOM BLVD STE C	ANGELO'S PERFORMANCE PLUS	RANCHO CORDOVA	95742	A	A					
11355 FOLSOM BLVD STE E	LINE-X OF RANCHO CORDOVA	RANCHO CORDOVA	95742	A	I					
11361 FOLSOM BLVD	LARSON MARINE, INC	RANCHO CORDOVA	95742	A	A					
11365 FOLSOM BLVD	CAL NEVA CONSTRUCTION SERVICES IN	RANCHO CORDOVA	95742		I					
11373 FOLSOM BLVD	FOLSOM LAKE RV	RANCHO CORDOVA	95742	A	I					
11493 FOLSOM BLVD	TKO RECYCLING	RANCHO CORDOVA	95742		I					
11521 FOLSOM BLVD	DUNN-EDWARDS PAINTS #61	RANCHO CORDOVA	95742	A	A					
11714 FOLSOM BLVD	ARDEN CORDOVA WATER SVCE (SCIBS)	RANCHO CORDOVA	95742	I						
11840 FOLSOM BLVD STE C	AT&T MOBILITY - BUFFALO CREEK (9776)	RANCHO CORDOVA	95742	A						
11840 FOLSOM BLVD	VERIZON WIRELESS - AEROJET	RANCHO CORDOVA	95742	A						
12000 FOLSOM BLVD	SCHNITZER STEEL INDUSTRIES	RANCHO CORDOVA	95742	A	A					
12137 FOLSOM BLVD	RESOURCE BUILDING MATERIALS	RANCHO CORDOVA	95742	A						
12161 FOLSOM BLVD D	CONCRETE SURFACING SYSTEMS IN	RANCHO CORDOVA	95742	I						
12399 FOLSOM BLVD	FOLSOM CHEVRON	RANCHO CORDOVA	95742	A	A	A				3
12423 FOLSOM BLVD	TWILIGHT MOBILE PARK	RANCHO CORDOVA	95742	I						
12545 FOLSOM BLVD	CA SUPERSTORES FOLSOM CHRYSLER	FOLSOM	95630	A	A					
12700 FOLSOM BLVD	PACIFIC BELL TELEPHONE CO - AT&T CA	FOLSOM	95742	A	I	I				1
12724 FOLSOM BLVD	AT&T MOBILITY-NIMBUS DAM (9702)	RANCHO CORDOVA	95742	I						
12724 FOLSOM BLVD	VERIZON WIRELESS - NIMBUS FLAT	RANCHO CORDOVA	95742	A						
12747 FOLSOM BLVD	FOLSOM LAKE TOYOTA COLLISION CENT	FOLSOM	95630	A	A					
12749 FOLSOM BLVD	FOLSOM LAKE KIA	FOLSOM	95630	A	A					
12755 FOLSOM BLVD	FOLSOM LAKE FORD	FOLSOM	95630	A	A					
13000 FOLSOM BLVD	AT & T MOBILITY - HWY 50 - FOLSOM OU*	FOLSOM	95630	I						
13395 FOLSOM BLVD	CITY OF FOLSOM - PUMP STA #1	FOLSOM	95630	I		I			I	0
13397 FOLSOM BLVD	SHELL	FOLSOM	95630	A	A	A				3
13401 FOLSOM BLVD	LAKE FOREST AM/PM	FOLSOM	95630	A	A	A				3
13405 FOLSOM BLVD	OLON FIRE CONTROL	FOLSOM	95630	I						
3301 FONG RANCH RD	NATOMAS HIGH SCHOOL POOL &	SACRAMENTO	95834	A						
5800 FOODLINK ST	CAL EMERGENCY FOODLINK	SACRAMENTO	95828	A	A					
6059 FOODLINK ST	SACRAMENTO REBAR, INC	SACRAMENTO	95828	A	A					
6061 FOODLINK ST	DIESEL DEPOT	SACRAMENTO	95828	A						
4134 FORCUM AVE	PACIFIC COAST BREAKERS INC	MCCLELLAN	95652	I						
4235 FORCUM AVE BLDG 618	METRO PCS, INC CALIFORNIA/FLORIDA	MCCLELLAN	95652	A						
4235 FORCUM AVE	QUEST TECHNOLOGY MANAGEMENT FO	MCCLELLAN	95652	A	I					
4326 FORCUM AVE	SEARS #4265 (8253)	MCCLELLAN	95652	A						
4519 FORCUM AVE BLDG 603	MCCLELLAN JET SERVICES	MCCLELLAN	95652	I	I					
4910 FORCUM AVE	MCCLELLAN JET SERVICES LLC	MCCLELLAN	95652	A						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)	
				BP	WG	UST	AST	TIER	CalARP		
5304 FORT SUTTER WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95841	I						I	
11931 FOUNDATION PL 250	CORVEL CORPORATION	RANCHO CORDOVA	95670	I							
12009 FOUNDATION PL	HARTFORD FIRE INSURANCE	RANCHO CORDOVA	95670	A							
12033 FOUNDATION PL	HEALTH NET	RANCHO CORDOVA	95670	A							
6315 FOUNTAIN SQUARE DR	CITRUS HEIGHTS POLICE DEPT	CITRUS HEIGHTS	95621	A							
9561 FOUR WINDS DR	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95758	A							
8623 FOX PARK CT	CA AMERICAN WATER-FOX PARK WELL	SACRAMENTO	95843	A							
FRANKLIN BLVD/LAMBERT RD	AT & T CORP	ELK GROVE	95757	A							
FRANKLIN/BIG HORN BLVD	MSA: FRANKLIN BOOSTER STN (WB02)	SACRAMENTO	95758	A							
1322 FRANKLIN BLVD	LARRY BELL DAIRY	ELK GROVE	95757	I							
2512 FRANKLIN BLVD	ORIGINAL PAINT & EQUIPMENT	SACRAMENTO	95818	I	I						
3001 FRANKLIN BLVD	IMPERIAL TILE CO	SACRAMENTO	95818	I							
3701 FRANKLIN BLVD	FRANKLIN SHELL #135847	SACRAMENTO	95820	A	A	A					3
3710 FRANKLIN BLVD	MERCADO LOCO	SACRAMENTO	95820	I							
3924 FRANKLIN BLVD	DO AUTO BODY & REPAIR	SACRAMENTO	95820	I	I						
3928 FRANKLIN BLVD	ELLIO'S GERMAN AUTO, INC	SACRAMENTO	95820	A	A						
3940 FRANKLIN BLVD	CYCLE FX CUSTOMS	SACRAMENTO	95820		A						
3948 FRANKLIN BLVD	VI AUTO	SACRAMENTO	95820		I						
3950 FRANKLIN BLVD	SK AUTOBODY SHOP	SACRAMENTO	95820	I	I						
4101 FRANKLIN BLVD	BOKAN BROS A CALIFORNIA CORP	SACRAMENTO	95820	I	I						
4107 FRANKLIN BLVD	POOR BOY'S PERFORMANCE ENGINES &	SACRAMENTO	95820	A	A						
4129 FRANKLIN BLVD	DELTA TRANSMISSIONS	SACRAMENTO	95820	A	A						
4190 FRANKLIN BLVD	ORIGINAL PAINT & EQUIPMENT, INC	SACRAMENTO	95820	A	A						
4301 FRANKLIN BLVD	PEARL PERFORMANCE ENGINES	SACRAMENTO	95820	A	A						
4444 FRANKLIN BLVD STE A	A-ONE QUALITY TIRE	SACRAMENTO	95820		I						
4444 FRANKLIN BLVD STE C	V & N AUTO REPAIR	SACRAMENTO	95820	A	A						
4444 FRANKLIN BLVD STE D	DV'S AUTO BODY	SACRAMENTO	95820	A	A						
4444 FRANKLIN BLVD STE E	DIAZ AUTO WORK & FRAME	SACRAMENTO	95820	I	A						
4444 FRANKLIN BLVD STE F	DIAZ AUTO WORK & FRAME	SACRAMENTO	95820	I	I						
4517 FRANKLIN BLVD	WEIDNER HOUSE OF SIGNS INC	SACRAMENTO	95820	I	I						
4520 FRANKLIN BLVD	VERIZON WIRELESS - WHISKEY HILL	SACRAMENTO	95820	A							
4520 FRANKLIN BLVD	T-MOBILE WEST CORP (SCO6033A)	SACRAMENTO	95820	I							
4601 FRANKLIN BLVD STE B	MANIX AUTO REPAIR	SACRAMENTO	95820	I	I						
4790 FRANKLIN BLVD STE A & B	MUFFLER MAN	SACRAMENTO	95820	A	A						
4790 FRANKLIN BLVD STE B	BAJA AUTO TECH INC	SACRAMENTO	95820	I	I						
4901 FRANKLIN BLVD	PRO AUTO BODY & REPAIR	SACRAMENTO	95820	A	A						
4909 FRANKLIN BLVD	CALIFORNIA AUTO REPAIR & SMOG	SACRAMENTO	95820	I	I						
4909 FRANKLIN BLVD	PHOENIX AUTO BODY & REPAIR	SACRAMENTO	95820	I	I						
4920 FRANKLIN BLVD	TAYCO SCREENPRINT, INC	SACRAMENTO	95820	A							
4950 FRANKLIN BLVD	BOB'S COMPLETE AUTO SERVICE, INC	SACRAMENTO	95820	A	A						
4991 FRANKLIN BLVD	FRANKLIN GAS & MART	SACRAMENTO	95820	A	A	A					2
5021 FRANKLIN BLVD	FRANKLIN ANIMAL HOSPITAL	SACRAMENTO	95820		I						
5031 FRANKLIN BLVD	AUTO GLASS GROUP	SACRAMENTO	95820		I						

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5033 FRANKLIN BLVD	H & S AUTOMOBILES UNLIMITED	SACRAMENTO	95820		I					
5040 FRANKLIN BLVD	HARVEST FOODS	SACRAMENTO	95820	I						
5151 FRANKLIN BLVD	BOB LEON PLASTICS, INC	SACRAMENTO	95820	A	I					
5201 FRANKLIN BLVD STE A	LUCKY AUTO CENTER	SACRAMENTO	95820	A	A					
5230 FRANKLIN BLVD	FRANKLIN TIRES	SACRAMENTO	95820		I					
5303 FRANKLIN BLVD	CITY OF SACRAMENTO ROONEY POLICE	SACRAMENTO	95820	A	A	A				2
5310 FRANKLIN BLVD	NEW HOME BUILDING SUPPLY	SACRAMENTO	95820	A	I					
5350 FRANKLIN BLVD STE 2	F & M AUTO REPAIR	SACRAMENTO	95820	A	A					
5385 FRANKLIN BLVD G	KING PORTRAITS	SACRAMENTO	95820		I					
5601 FRANKLIN BLVD	BB PETROLEUM 2	SACRAMENTO	95824	A	A	A				3
5630 FRANKLIN BLVD	HK AUTO REPAIR	SACRAMENTO	95824	A	A					
5633 FRANKLIN BLVD STE B	PRECISION FRAME, INC	SACRAMENTO	95824	I	I					
5633 FRANKLIN BLVD STE C	SANTIAGO'S AUTO REPAIR	SACRAMENTO	95824	I	I					
5651 FRANKLIN BLVD	SOUTH SACRAMENTO PET HOSPITAL	SACRAMENTO	95824		I					
5661 FRANKLIN BLVD STE A	FRANKLIN AUTOMOTIVE	SACRAMENTO	95824	A	A					
5661 FRANKLIN BLVD STE B	IDEAL AUTOMOTIVE	SACRAMENTO	95824	A	A					
5663 FRANKLIN BLVD	VERIZON WIRELESS - FRUITRIDGE MLK	SACRAMENTO	95824	A						
5680 FRANKLIN BLVD	SUPER AMIGOS AUTO SALES	SACRAMENTO	95824		I					
5681 FRANKLIN BLVD STE A	COMMERCIAL TRANSMISSION	SACRAMENTO	95824	I	I					
5681 FRANKLIN BLVD STE C	PRESTIGE AUTO WORKS	SACRAMENTO	95824	A	A					
5681 FRANKLIN BLVD STE I	WET WAYS AUTO BODY & PAINT	SACRAMENTO	95824		A					
5681 FRANKLIN BLVD STE L	SACRAMENTO COLLISION & CUSTOM	SACRAMENTO	95824		I					
5681 FRANKLIN BLVD R	H & R AUTOMOTIVE	SACRAMENTO	95824		I					
5681 FRANKLIN BLVD UNIT X	CHUCK PETERSON AUTOMOTIVE	SACRAMENTO	95824		I					
5716 FRANKLIN BLVD	AUTOVET	SACRAMENTO	95824		I					
5716 FRANKLIN BLVD	AUTO VET	SACRAMENTO	95824	I	I					
5750 FRANKLIN BLVD	WALT STICKEL BODY & FRAME SHOP, IN	SACRAMENTO	95824	A	A					
6037 FRANKLIN BLVD	EL MOFLES	SACRAMENTO	95824	I						
6039 FRANKLIN BLVD	CALIFORNIA AUTO BODY	SACRAMENTO	95824	A	A					
6101 FRANKLIN BLVD	AUTOBAHN PERFORMANCE	SACRAMENTO	95824	A	A					
6181 FRANKLIN BLVD	ACTION RENTALS, INC	SACRAMENTO	95824	A	A					
6200 FRANKLIN BLVD STE 100	SILGAN CAN COMPANY	SACRAMENTO	95824-3412	A	A					
6200 FRANKLIN BLVD	CAMPBELL SOUP SUPPLY COMPANY, LLI	SACRAMENTO	95824	A	A	I			A	1
6247 FRANKLIN BLVD	EK AUTO REPAIR	SACRAMENTO	95824	A	A					
6351 FRANKLIN BLVD	SUPER STAR PLUS CORPORATION	SACRAMENTO	95824	A	A	A				3
6416 FRANKLIN BLVD UNIT A	P & JR AUTO REPAIR	SACRAMENTO	95823	A	A					
6416 FRANKLIN BLVD STE B	CLUTCHES & MORE	SACRAMENTO	95823	I	I					
6419 FRANKLIN BLVD	HANNA & MEINDERS AUTO	SACRAMENTO	95823	A	A					
6430 FRANKLIN BLVD STE 4	SACRAMENTO RADIATOR	SACRAMENTO	95823	A	A					
6437 FRANKLIN BLVD	JALISCO TOWING	SACRAMENTO	95823		I					
6441 FRANKLIN BLVD	AAMCO TRANSMISSIONS	SACRAMENTO	95823	A	A					
6445 FRANKLIN BLVD	POLLI & GUSTAFSON BODY SHOP	SACRAMENTO	95823		I					
6448 FRANKLIN BLVD STE C	CLASSIC CHROME	SACRAMENTO	95823	A	A					

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6448 FRANKLIN BLVD	FRANKLIN AUTO BODY	SACRAMENTO	95823	A	A					
6448 FRANKLIN BLVD	SOUTHSIDE TRANSMISSIONS	SACRAMENTO	95823	I	I					
6449 FRANKLIN BLVD REAR	FRUITRIDGE VISTA WATER CO	SACRAMENTO	95823	A						
6510 FRANKLIN BLVD	PACIFIC AUTO SERVICES	SACRAMENTO	95823	A	A					
6518 FRANKLIN BLVD	RICHARD'S MERCEDES SERVICE	SACRAMENTO	95823	A	A					
6648 FRANKLIN BLVD	GOODWILL INDUSTRIES SAC VALLEY	SACRAMENTO	95823	A	A					
6653 FRANKLIN BLVD	CAPITOL AUTO BODY & PAINT INC	SACRAMENTO	95823	I	I					
6724 FRANKLIN BLVD	UNITED AUTO CARE CENTER	SACRAMENTO	95823	A	A					
6728 FRANKLIN BLVD	TIRES FOR LESS	SACRAMENTO	95823	I						
6746 FRANKLIN BLVD	MH AUTO REPAIR	SACRAMENTO	95823	A	A					
6756 FRANKLIN BLVD	OVERHEAD DOOR CO OF SACRAMENTO	SACRAMENTO	95823	A		I				0
6770 FRANKLIN BLVD STE 5	NEU ERA TOWING & REPAIR SHOP	SACRAMENTO	95823		I					
6770 FRANKLIN BLVD STE 6	AMERICA'S MOTOR CO	SACRAMENTO	95823	I	I					
6780 FRANKLIN BLVD	SOUTH JAPANESE MOTOR	SACRAMENTO	95823	A	A					
6844 FRANKLIN BLVD	SOUTHGATE VETERINARY HOSPITAL	SACRAMENTO	95823		I					
6922 FRANKLIN BLVD	HONDA OF SACRAMENTO	SACRAMENTO	95823	I	I					
6948 FRANKLIN BLVD STE B	ANAYA'S AUTO REPAIR	SACRAMENTO	95823	A	A					
6948 FRANKLIN BLVD STE E	EL MOFLES	SACRAMENTO	95823	I						
6948 FRANKLIN BLVD	RODRIQUEZ TUNE-UP & SMOG	SACRAMENTO	95823	I	I					
7000 FRANKLIN BLVD, #190	CLAUSON CHIROPRACTIC CLINIC	SACRAMENTO	95823		I					
7000 FRANKLIN BLVD STE 720	ANDERSEN CONSTRUCTION INC	SACRAMENTO	95823	I						
7000 FRANKLIN BLVD, #730	TERMINIX INTERNATIONAL INC	SACRAMENTO	95823	I						
7000 FRANKLIN BLVD STE 880	DAVITA SOUTH SAC DIALYSIS CENTER	SACRAMENTO	95823	A						
7101 FRANKLIN BLVD	ECONOMY CLEANERS	SACRAMENTO	95823	I	I					
7145 FRANKLIN BLVD	FRANKLIN AUTO REPAIR & SMOG CENTE	SACRAMENTO	95823	A	A					
7200 FRANKLIN BLVD	SHELL #6698-22	SACRAMENTO	95823	I		I				3
7235 FRANKLIN BLVD 3	HP 1 HR PHOTO	SACRAMENTO	95823	I	I					
7256 FRANKLIN BLVD	POWER PRINTING	SACRAMENTO	95823		I					
7282 FRANKLIN BLVD	PRIME GAS/VALERO	SACRAMENTO	95823	A	A	A				3
7301 FRANKLIN BLVD	T-MOBILE WEST CORP (SC15367A)	SACRAMENTO	95823	I						
7325 FRANKLIN BLVD	PRISCILA M LINSAO DDS	SACRAMENTO	95823		I					
7595 FRANKLIN BLVD	CITY LIQUOR AND FOOD	SACRAMENTO	95823	A	A	A				3
8121 FRANKLIN BLVD	SUMP 68	SACRAMENTO	95823	A						
8844 FRANKLIN BLVD	STOLT SEAFARMS CALIFORNIA	ELK GROVE	95758	I						
9180 FRANKLIN BLVD	WALGREENS #6419	ELK GROVE	95758	A	A					
9595 FRANKLIN BLVD	VALLEY HI COUNTRY CLUB	ELK GROVE	95758	A	A					
9595 FRANKLIN BLVD	VERIZON WIRELESS - VALLEY HIGH COU	ELK GROVE	95758	A						
10426 FRANKLIN BLVD	VALLEY CONCRETE PUMPING	ELK GROVE	95757	I						
10568 FRANKLIN BLVD	CAMARILLO SANITARY SERVICE INC	ELK GROVE	95757	I	I		I			
10775 FRANKLIN BLVD	CARMO DAIRY	ELK GROVE	95758	I						
11326 FRANKLIN BLVD	MENDES DAIRY	ELK GROVE	95758	I						
11391 FRANKLIN BLVD	FRANK PIRES DAIRY	ELK GROVE	95758	I						
12629 FRANKLIN BLVD	VALDEMAR FERRIERA FARMS	ELK GROVE	95758	I						

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7232 FRASINETTI RD	FLORIN AUTOMOTIVE REPAIR	SACRAMENTO	95828	A	A					
7268 FRASINETTI RD	INDUSTRIAL MINERALS CO	SACRAMENTO	95828	A	A					
3223 FREEDOM PARK DR	KENYON PLASTERING OF CA, INC	NORTH HIGHLANDS	95660	A	A					
3429 FREEDOM PARK DR STE 12	SACRAMENTO GLAZING INC	NORTH HIGHLANDS	95660	I						
3429 FREEDOM PARK DR STE 25	ALOHA ROOFING CO	NORTH HIGHLANDS	95660	I						
11000 FREEMAN RD	FRONTIER CITIZENS TELECOM CO OF C/	WILTON	95693	A						
2940 FREEPORT BLVD	CAPITAL POWER EQUIPMENT	SACRAMENTO	95818	I	A					
3012 FREEPORT BLVD	ROGER ASHWORTH DDS	SACRAMENTO	95818		I					
3066 FREEPORT BLVD	C. K. MCCLATCHY HIGH SCHOOL	SACRAMENTO	95818	I						
3073 FREEPORT BLVD	YEE'S AUTO TECH	SACRAMENTO	95818	A	A					
3225 FREEPORT BLVD	T-MOBILE WEST CORP (SC06130A)	SACRAMENTO	95818	I						
3835 FREEPORT BLVD	SACRAMENTO CITY COLLEGE	SACRAMENTO	95822	A	A	A				2
4011 FREEPORT BLVD	LALI MINI MART	SACRAMENTO	95822	A	A	A				3
4516 FREEPORT BLVD	COME N GO MARKET	SACRAMENTO	95822	A	A	A				2
4543 FREEPORT BLVD	O'REILLY AUTO PARTS #2564	SACRAMENTO	95822	A	A					
4611 FREEPORT BLVD, #2	ROBERT DONG DDS	SACRAMENTO	95822		I					
4611 FREEPORT BLVD 7	JEFFREY J MA DDS	SACRAMENTO	95822		I					
4611 FREEPORT BLVD	ADRIANE R SCORTIA DDS	SACRAMENTO	95822		I					
4617 FREEPORT BLVD A	WADE A TAMBARA DDS	SACRAMENTO	95822		I					
4617 FREEPORT BLVD, #E	DAVID CHANG DDS	SACRAMENTO	95822		I					
4635 FREEPORT BLVD	MICHAEL R DE ANDA DDS	SACRAMENTO	95822		I					
4643 FREEPORT BLVD	KINGS AUTO SERVICE	SACRAMENTO	95822	A	A					
4700 FREEPORT BLVD	CAPITAL NURSERY CO, INC	SACRAMENTO	95822	A	A					
4800 FREEPORT BLVD	CHEVRON #91561	SACRAMENTO	95822	I	I	I				4
4801 FREEPORT BLVD	GARY C BORGE DDS	SACRAMENTO	95822		I					
4850 FREEPORT BLVD	RALEY'S SUPERMARKET #405	SACRAMENTO	95822	I						
4850 FREEPORT BLVD	RALEY'S SUPERMARKET #405/453 (HM)	SACRAMENTO	95822	I	I					
4971 FREEPORT BLVD	YOSHIMURA AUTO SERVICE CENTER	SACRAMENTO	95822	A	A					
4980 FREEPORT BLVD	RITE AID #6076	SACRAMENTO	95822	I	A					
5150 FREEPORT BLVD	GEM AUTO WASH	SACRAMENTO	95822	A	I					
5303 FREEPORT BLVD	HOLLYWOOD HARDWARE	SACRAMENTO	95822	I						
5600 FREEPORT BLVD	FREEPORT BLVD UNION 76 STATION #27	SACRAMENTO	95822	A	A	A				3
5619 FREEPORT BLVD	MARK'S CLEANERS	SACRAMENTO	95822	A	A					
5665 FREEPORT BLVD 1	THE ART OF DENTISTRY	SACRAMENTO	95822		I					
5665 FREEPORT BLVD 2	SONNEY CHONG DMD	SACRAMENTO	95822		I					
5665 FREEPORT BLVD 3	RICHARD E NICHOLS DDS	SACRAMENTO	95822		I					
5665 FREEPORT BLVD 4	JESAN LIU DDS	SACRAMENTO	95822		I					
5665 FREEPORT BLVD 6	KEVIN LEE DDS	SACRAMENTO	95822		I					
5667 FREEPORT BLVD	J M KEPPLER DC	SACRAMENTO	95822		I					
5679 FREEPORT BLVD, #F	WALLPAPERS TO TAKE HOME INC	SACRAMENTO	95822	I						
5770 FREEPORT BLVD STE 100	CITY OF SAC - PUBLIC SAFETY BLDG	SACRAMENTO	95822	A	I					
5953 FREEPORT BLVD	CA DEPT OF FISH AND GAME AIR SERVIC	SACRAMENTO	95822	A	A					
5963 FREEPORT BLVD STE 102	IVANAIR, INC	SACRAMENTO	95822		A					

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5979 FREEPORT BLVD	GEONEX CARTWRIGHT INC	SACRAMENTO	95822		I					
5979 FREEPORT BLVD	CARTWRIGHT AERIAL SURVEYS INC	SACRAMENTO	95822	I	I					
5999 FREEPORT BLVD	CARTWRIGHT AERIAL SURVEYS INC	SACRAMENTO	95822	I	A					
6000 FREEPORT BLVD	FREEPORT AUTOMOTIVE SERVICENTER	SACRAMENTO	95822	I	A					
6020 FREEPORT BLVD	AUTO PERFECT BODY SHOP	SACRAMENTO	95822	A	A					
6133 FREEPORT BLVD	SACRAMENTO JET CENTER	SACRAMENTO	95822	A	A					
6151 FREEPORT BLVD STE 177	EXECUTIVE AIRPORT	SACRAMENTO	95822	A	A					
6151 FREEPORT BLVD SUIT 180	REACH AIR MEDICAL SERVICES	SACRAMENTO	95822	A						
6151 FREEPORT BLVD STE 222	C F I	SACRAMENTO	95822	A	I					
6151 FREEPORT BLVD	SJC FUEL FARM	SACRAMENTO	95822	I	I					
6249 FREEPORT BLVD	AMERICAN AERIAL SURVEY	SACRAMENTO	95822		I			I		
6273 FREEPORT BLVD	EXECUTIVE AIR REPAIR	SACRAMENTO	95822	A	A					
6350 FREEPORT BLVD	TRI QUALITY AUTO REPAIR & SMOG	SACRAMENTO	95822	A	A					
6381 FREEPORT BLVD 8-A	COMSTOCK AIR SERVICES INC	SACRAMENTO	95822		I					
6390 FREEPORT BLVD	EXECUTIVE AUTO REPAIRS	SACRAMENTO	95822	I	I					
6420 FREEPORT BLVD	MUELLER PET MEDICAL CENTER	SACRAMENTO	95822	I	I					
6430 FREEPORT BLVD STE 5	INLINE DIESEL REPAIR, INC	SACRAMENTO	95822	A	A					
6500 FREEPORT BLVD STE B	HANSON TRUCK SERVICE INC	SACRAMENTO	95822	I	I					
6500 FREEPORT BLVD	PCP MOTOR SPORTS	SACRAMENTO	95822	I	I					
6600 FREEPORT BLVD	LITHO FLEX PRINTING	SACRAMENTO	95822	I	I					
6622 FREEPORT BLVD	SACRAMENTO SKY RANCH INC	SACRAMENTO	95822	I						
6801 FREEPORT BLVD	BING MALONEY GOLF COURSE	SACRAMENTO	95822	A	A					
7625 FREEPORT BLVD	MUELLER PET MEDICAL CENTER	SACRAMENTO	95832	A	I					
7750 FREEPORT BLVD	BALFOUR BEATTY INFRASTRUCTURE INC	SACRAMENTO	95831	I	I					
7760 FREEPORT BLVD	FREEPORT REGIONAL WATER AUTHORITY	SACRAMENTO	95832	A	I					
7788 FREEPORT BLVD	AT&T MOBILITY-FREEPORT WATER (969	SACRAMENTO	95831	A						
7788 FREEPORT BLVD	SACRAMENTO CITY - FREEPORT RESER	SACRAMENTO	95832	A					A	
7788 FREEPORT BLVD	SUMP 28	SACRAMENTO	95831	A						
7788 FREEPORT BLVD	COUNTY OF SACRAMENTO - OCIT	SACRAMENTO	95831	A						
7851 FREEPORT BLVD	SUMP 34	SACRAMENTO	95832	A						
7901 FREEPORT BLVD	VERIZON DATA SERVICES, INC	SACRAMENTO	95832	A	I	A				3
7981 FREEPORT BLVD	RIVER AUTO BODY	SACRAMENTO	95832		I					
8029 FREEPORT BLVD	MOODY CONSTRUCTION	SACRAMENTO	95832			I				
8101 FREEPORT BLVD	FREEPORT MARKET	SACRAMENTO	95832	A						
8110 FREEPORT BLVD	OTO'S CAR CARE & REPAIR	SACRAMENTO	95832	A	A					
8145 FREEPORT BLVD	BORGES, JOE	SACRAMENTO	95612	I						
8250 FREEPORT BLVD	FREEPORT MARINA	SACRAMENTO	95832	I						
8301 FREEPORT BLVD	MORTON GOLF- BARTLEY CAVANAUGH (	SACRAMENTO	95832	A	I					
4517 FREEWAY CIR	FREEWAY WELL #23	SACRAMENTO	95841	I					I	
3601 N FREEWAY BLVD	TARGET STORE #T-2115 [HM]	SACRAMENTO	95834	A	A					
3611 N FREEWAY BLVD	BED BATH & BEYOND #636	SACRAMENTO	95834	I	A					
3671 N FREEWAY BLVD	SAM'S CLUB #4760	SACRAMENTO	95834	I	I	I				4
3775 N FREEWAY BLVD STE 210	IBM GLOBAL SERVICES	SACRAMENTO	95834	I						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
3805 N FREEWAY BLVD	MARQUEZ BROTHERS FOODS, INC	SACRAMENTO	95834	A						
3855 N FREEWAY BLVD STE 110	DOCULYNX, INC	SACRAMENTO	95834	A	A					
3855 N FREEWAY BLVD	T-MOBILE WEST CORP (SCO6983A)	SACRAMENTO	95834	I						
3939 N FREEWAY BLVD	NISSAN NORTH AMERICA, INC	SACRAMENTO	95834	A	A					
4104 N FREEWAY BLVD	BRABANT DENTAL LABORATORY	SACRAMENTO	95834	A	A					
4110 N FREEWAY BLVD	VENTRIA BIOSCIENCE	SACRAMENTO	95834	I	I					
4119 N FREEWAY BLVD STE A	STERLING BUSINESS FORMS, INC	SACRAMENTO	95834	A	A					
4119 N FREEWAY BLVD STE C	H V CARTER CO INC	SACRAMENTO	95834	I	I					
4119 N FREEWAY BLVD	SACRAMENTO TRUCK & TIRE RECAP	SACRAMENTO	95834	I						
4128 N FREEWAY BLVD	ADT SECURITY SERVICES INC	SACRAMENTO	95834	I	I					
4141 N FREEWAY BLVD	CALIFORNIA MANTEL, INC	SACRAMENTO	95834	A	A					
4234 N FREEWAY BLVD 100	AIRCON ENERGY INC	SACRAMENTO	95834	I	I					
7338 FRENCH RD	WILLIAMS LUMBER	SACRAMENTO	95828	I						
7340 FRENCH RD	SIERRA PINE LTD	SACRAMENTO	95828	I	I					
7440 FRENCH RD	PERFECT IT AUTOBODY & PAINT	SACRAMENTO	95828		I					
7464 FRENCH RD	SIEMENS INDUSTRY, INC	SACRAMENTO	95828	A	A					
7464 FRENCH RD	PERFECT IT AUTOBODY & PAINT	SACRAMENTO	95828		I					
7464 FRENCH RD	AT & T MOBILITY-ELDER CREEK (15481)	SACRAMENTO	95828	A						
7500 FRENCH RD	PRECAST PRODUCTS INC	SACRAMENTO	95828	I						
7500 FRENCH RD	ROOFING SUPPLY GROUP, LLC	SACRAMENTO	95828	I						
1107 FRONT ST	MCGEE'S OLD TIME PHOTOS	SACRAMENTO	95814		I					
2000 FRONT ST	PG & E - SACRAMENTO MGP	SACRAMENTO	95818	A	A					
2001 FRONT ST	PG & E - SACTO GAS LOAD CENTER	SACRAMENTO	95818	A	A	I			I	2
2100 FRONT ST	PIONEER RESERVOIR	SACRAMENTO	95814	A						
2101 FRONT ST	SUMP 1A	SACRAMENTO	95818	A						
2127 FRONT ST	CITY OF SACRAMENTO ANIMAL CARE SE	SACRAMENTO	95818	A						
2420 FRONT ST	CHEVRON PRODUCTS CO (SACTO TERM	SACRAMENTO	95818	A	A	A				1
2700 FRONT ST BLDG A	CITY OF SACTO - PARK MAINTENANCE	SACRAMENTO	95818	A						
6748 FRONT ST	RIO LINDA HARDWARE/NURSERY	RIO LINDA	95673	I						
1900 FRUITRIDGE RD	T-MOBILE WEST CORP (SC06160A)	SACRAMENTO	95822	I						
1919 FRUITRIDGE RD	WALGREENS #4136	SACRAMENTO	95822	I	A					
2399 FRUITRIDGE RD	CHIEF AUTO PARTS #25565-13	SACRAMENTO	95822	I	I					
2400 FRUITRIDGE RD	SERVO GASOLINE	SACRAMENTO	95822	A	A	A				3
2431 FRUITRIDGE RD	EARL SCHEIB INC	SACRAMENTO	95822	I	I					
2471 FRUITRIDGE RD A	SPECTRA-TONE PAINT	SACRAMENTO	95822	I						
2471 FRUITRIDGE RD	WAREHOUSE PAINT	SACRAMENTO	95822	I						
2601 FRUITRIDGE RD	ARROW RENTALS	SACRAMENTO	95822	A	A					
2711 FRUITRIDGE RD	PRECISION AUTO BODY	SACRAMENTO	95820	A	A					
2720 FRUITRIDGE RD	ASA AUTO REPAIR	SACRAMENTO	95820		I					
2720 FRUITRIDGE RD	WEST COAST AUTO REPAIR	SACRAMENTO	95820	A	A					
2790 FRUITRIDGE RD	SAC TOWN AUTO TECH	SACRAMENTO	95820	I	A					
2791 FRUITRIDGE RD A	EAGLE AUTO SALES	SACRAMENTO	95820		I					
2821 FRUITRIDGE RD	DUNN'S ELECTRIC MOTOR SERVICE	SACRAMENTO	95820	A	A					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
2881 FRUITRIDGE RD	R & R AUTO REPAIR	SACRAMENTO	95820	A	A					
2920 FRUITRIDGE RD STE A & B	FRUITRIDGE MOTORS	SACRAMENTO	95820	I	I					
2920 FRUITRIDGE RD BLDG B	AIR TECH AUTO SERVICE	SACRAMENTO	95820	I	I					
2920 FRUITRIDGE RD	SLV AUTO	SACRAMENTO	95820	I	I					
2940 FRUITRIDGE RD	QUALITY BUILT GENERATORS	SACRAMENTO	95820	I	I					
3000 FRUITRIDGE RD	BRUCE SHUMAKER DC	SACRAMENTO	95820		I					
3333 FRUITRIDGE RD	AUTO ZONE #5596	SACRAMENTO	95820	A	A					
3351 FRUITRIDGE RD STE B	KIKO'S AUTO & MUFFLER	SACRAMENTO	95820		I					
3351 FRUITRIDGE RD	A TO Z RAINBOW AUTO	SACRAMENTO	95820	A	A					
3846 FRUITRIDGE RD	QUALITY TUNE UP SHOP #40	SACRAMENTO	95820	A	A					
3850 FRUITRIDGE RD	SMOG MART PLUS INC	SACRAMENTO	95820	I	I					
3900 FRUITRIDGE RD STE A	HITE'S MARKET & GAS	SACRAMENTO	95820	A	A	A				2
3981 FRUITRIDGE RD	AUTO PLUS	SACRAMENTO	95820		I					
4285 FRUITRIDGE RD	YOUNG'S, INC	SACRAMENTO	95820	A	A					
4300 FRUITRIDGE RD	CHECKER CAB CO	SACRAMENTO	95820	I	I					
4305 FRUITRIDGE RD	SUPER GAS & FOODMART, INC	SACRAMENTO	95820	A	A	A				3
4320 FRUITRIDGE RD	GO TIRES #2	SACRAMENTO	95820	A	A					
4441 FRUITRIDGE RD	FRUITRIDGE CHIROPRACTIC OFFICE	SACRAMENTO	95820		I					
4655 FRUITRIDGE RD	KTXL CHANNEL 40	SACRAMENTO	95820	A	I					
4701 FRUITRIDGE RD	CAL-STATE AUTO SERVICE	SACRAMENTO	95820	A	A					
5000 FRUITRIDGE RD	SPEED BIRD #2	SACRAMENTO	95820	A	A	A				3
5040 FRUITRIDGE RD	UNITED AUTO SERVICE, INC	SACRAMENTO	95820	A	A					
5051 FRUITRIDGE RD B	DOLLAR TREE STORE 1203	SACRAMENTO	95820	I	I					
5305 FRUITRIDGE RD	AUTO ZONE #5601	SACRAMENTO	95820	A	A					
5399 FRUITRIDGE RD	FRUITRIDGE AM PM	SACRAMENTO	95820	A	A	A				4
6220 FRUITRIDGE RD	FRUITRIDGE USTS	SACRAMENTO	95820			I				0
6231 FRUITRIDGE RD	BEL AIR SUPERMARKET #501	SACRAMENTO	95820	I						
6552 FRUITRIDGE RD	LAM AUTO REPAIR	SACRAMENTO	95820	A	A					
6800 FRUITRIDGE RD B	MIKE'S MACHINE SHOP	SACRAMENTO	95820		I					
6800 FRUITRIDGE RD	AUTO PARTS HEADQUARTERS	SACRAMENTO	95820	I	I					
7070 FRUITRIDGE RD	ABBETTER SMOG & LUBE	SACRAMENTO	95820	I						
7100 FRUITRIDGE RD	WELCO SUPERMARKET	SACRAMENTO	95820	I						
7900 FRUITRIDGE RD	CHOICE GAS	SACRAMENTO	95820	A	A	A				3
7917 FRUITRIDGE RD, #F	QUADRA COLOR	SACRAMENTO	95820		I			I		
8111 FRUITRIDGE RD	PACIFIC MATERIAL HANDLING SOLUTION	SACRAMENTO	95826	A	A			I		
8150 FRUITRIDGE RD	MSA: POWER INN PUMPING STN (N052)	SACRAMENTO	95824	A						
8151 FRUITRIDGE RD BLD 5B	HYDRA TRUCKING & WAREHOUSING	SACRAMENTO	95826	I						
8201 FRUITRIDGE RD	PROCTER & GAMBLE MFG COMPANY	SACRAMENTO	95826	A	A			I		
8295 FRUITRIDGE RD	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95826	A	I	I				1
8301 FRUITRIDGE RD	C & S WHOLESALE GROCERS INC	SACRAMENTO	95826	A	A					
8491 FRUITRIDGE RD	SACRAMENTO RECYC & TRANSFER STA	SACRAMENTO	95826	A	A					
8491 FRUITRIDGE RD	CITY OF SACRAMENTO PHHWCF	SACRAMENTO	95826	A	A		I	A		
8500 FRUITRIDGE RD	DIV OF MEASUREMENTS - STATE	SACRAMENTO	95826	I	I					

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8516 FRUITRIDGE RD STE A	SWEDEN AUTO WAREHOUSE	SACRAMENTO	95826	A	A					
8516 FRUITRIDGE RD STE E	ARREOLA'S COMPLETE LANDSCAPING S	SACRAMENTO	95826	I	I					
8516 FRUITRIDGE RD O	APPARATUS UNLIMITED INC	SACRAMENTO	95826	I	I					
8530 FRUITRIDGE RD STE 1	AIR & LUBE SYSTEMS, INC	SACRAMENTO	95826	A	A					
8530 FRUITRIDGE RD STE 22	TPD TRAILERS, INC	SACRAMENTO	95826	A	A					
8530 FRUITRIDGE RD	E-J TOWING	SACRAMENTO	95826		I					
8550 FRUITRIDGE RD	SOUTH AREA TRANSFER STATION	SACRAMENTO	95828	I	I	I				0
8590 FRUITRIDGE RD	COLLEGE OAK TOWING	SACRAMENTO	95826	I	I					
8594 FRUITRIDGE RD	VOLVO CONSTRUCTION EQUIPMENT & S	SACRAMENTO	95826	A	A					
8608 FRUITRIDGE RD STE B	L G ELLIS PLUMBING INC	SACRAMENTO	95826	A	A					
8635 FRUITRIDGE RD	L & D LANDFILL LIMITED PARTNERSHIP	SACRAMENTO	95826	A	A					
8670 FRUITRIDGE RD	HAPSCO SUPPLY	SACRAMENTO	95826	I						
8690 FRUITRIDGE RD	CONTROLLED ACCESS CONSULTANTS, I	SACRAMENTO	95826	A	A					
8700 FRUITRIDGE RD	NEFF RENTAL LLC	SACRAMENTO	95826	A	A	I				0
8720 FRUITRIDGE RD	EDWARD R BACON COMPANY	SACRAMENTO	95826	I	I					
8732 FRUITRIDGE RD	FERGUSON WATER WORKS	SACRAMENTO	95826	A						
8766 FRUITRIDGE RD	NORAM TELECOMMUNICATIONS INC	SACRAMENTO	95826	I	I					
8766 FRUITRIDGE RD	GOLDEN STATE UTILITY CO, INC	SACRAMENTO	95826	A	A					
8780 FRUITRIDGE RD	COPART, INC	SACRAMENTO	95826	A	A					
8790 FRUITRIDGE RD	CLEMENT SUPPORT SERVICES, INC	SACRAMENTO	95826	A						
8794 FRUITRIDGE RD	ALL VALLEY DIESEL SERVICE	SACRAMENTO	95826	A	A					
8800 FRUITRIDGE RD	J & J WALL BAKING COINC	SACRAMENTO	95826	A	A				A	
8830 FRUITRIDGE RD	VEE DUB MOTORWERKES	SACRAMENTO	95826		I					
8842 FRUITRIDGE RD	FRUITRIDGE AUTO PARTS & REPAIR	SACRAMENTO	95826	A	A					
8848 FRUITRIDGE RD	T & T AUTO CARE	SACRAMENTO	95826		I					
8850 FRUITRIDGE RD	COUNTERTOP SPECIALISTS INC	SACRAMENTO	95826	I						
8860 FRUITRIDGE RD	PBE WAREHOUSE, INC	SACRAMENTO	95826	A						
8880 FRUITRIDGE RD	FRUITRIDGE AM/PM	SACRAMENTO	95826	A	A	A				4
8900 FRUITRIDGE RD	HOLT OF CA - CAT RENTAL STORE	SACRAMENTO	95826	A	A					
8994 FRUITRIDGE RD STE A	ALVES RIES	SACRAMENTO	95826		I					
9445 FRUITRIDGE RD	CAL NEVADA WHOLESALE FLORIST	SACRAMENTO	95826	I						
552 FULTON AVE	ACE 1 HR PHOTO	SACRAMENTO	95825		I					
607 FULTON AVE A	CAPITAL CITY PAINTING COMPANY	SACRAMENTO	95825	I	I					
607 FULTON AVE, #B	BILL'S PABCO INCORPORATED	SACRAMENTO	95825	I						
607 FULTON AVE STE C	BARTECH	SACRAMENTO	95825	A	A					
607 FULTON AVE STE D	UNIVERSITY AUTOMOTIVE	SACRAMENTO	95825	A	A					
630 FULTON AVE	RYTINA FINE CLEANERS & LAUNDERERS	SACRAMENTO	95825	A	A					
631 FULTON AVE	LESLIE'S POOLMART	SACRAMENTO	95825	I						
861 FULTON AVE	BONFARE #40	SACRAMENTO	95825	A	A	A				3
900 FULTON AVE 200	ARMSTRONG CHIROPRACTIC OFFICE	SACRAMENTO	95825		I					
1050 FULTON AVE 160	RABINDRA PRASAD MD	SACRAMENTO	95825		I					
1061 FULTON AVE	USA PRINT SHOP	SACRAMENTO	95825		I					
1065 FULTON AVE, #C	COLORS ON PARADE	SACRAMENTO	95825	I	I					

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1150 FULTON AVE A	SACRAMENTO SPINAL SPECIALISTS	SACRAMENTO	95825		I					
1295 FULTON AVE	SAC TRANS AM	SACRAMENTO	95825	I		I				
1295 FULTON AVE	QUIK STOP MARKET #139	SACRAMENTO	95825	A	A	A				3
1300 FULTON AVE	FULTON 76	SACRAMENTO	95825	A	A	A				2
1309 FULTON AVE	RITE AID #6080	SACRAMENTO	95825	I	A					
1310 FULTON AVE A	TERRY'S FILM WORKS	SACRAMENTO	95825		I					
1312 FULTON AVE	CALIFORNIA GENERAL TIRE	SACRAMENTO	95825	I	I					
1314 FULTON AVE	RITE AID #6080	SACRAMENTO	95825	I	I			I		
1316 FULTON AVE	SURE WEST (HUB #3)	SACRAMENTO	95825	A						
1326 FULTON AVE	APOLLO CLEANERS	SACRAMENTO	95825	I	I					
1337 FULTON AVE	NATHAN'S POOL SUPPLY INC	SACRAMENTO	95825	I						
1340 FULTON AVE	FOOD JUNCTION	SACRAMENTO	95825	I						
1433 FULTON AVE	FILCO INC	SACRAMENTO	95825		I			I		
1441 FULTON AVE	ONE HOUR MARTINIZING	SACRAMENTO	95825	I	I					
1525 FULTON AVE	MORSE LABORATORIES, LLC	SACRAMENTO	95825	A	A			I		
1551 FULTON AVE	BAR- HEIN COMPANY	SACRAMENTO	95825	A	A					
1640 FULTON AVE	JIFFY LUBE #387	SACRAMENTO	95825	A	A					
1700 FULTON AVE	ECONO LUBE N TUNE #186	SACRAMENTO	95825	A	A	I				1
1715 FULTON AVE	BLISS POWER LAWN EQUIPMENT	SACRAMENTO	95825	A	A					
1720 FULTON AVE	CARVELL PRINTING	SACRAMENTO	95825		I					
1729 FULTON AVE STE C	LEAL'S BODY SHOP	SACRAMENTO	95825	A	A					
1729 FULTON AVE	EZ AUTO SOLUTIONS	SACRAMENTO	95825	I	I					
1733 FULTON AVE	GOLDEN STATE MOTORS	SACRAMENTO	95825	I	I					
1750 FULTON AVE	TIRES DIRECT	SACRAMENTO	95825	I	I					
1761 FULTON AVE STE B	SACRAMENTO ACTION CAR CARE	SACRAMENTO	95825	A	A	I				2
1800 FULTON AVE STE B	SACRAMENTO EUROPEAN LTD	SACRAMENTO	95825	A	A					
1800 FULTON AVE	THRIFTY CAR SALES	SACRAMENTO	95825	I	I					
1813 FULTON AVE	BUDGET RENT A CAR SYSTEM, INC	SACRAMENTO	95825	A	A	A				1
1823 FULTON AVE	ARDEN ANIMAL HOSPITAL INC	SACRAMENTO	95825		I					
1825 FULTON AVE STE A	MAUI AUTO REPAIR & TRANSMISSION	SACRAMENTO	95825	A	A					
1825 FULTON AVE STE D & E	FULTON BUMPERS & COLLISION REPAIR	SACRAMENTO	95825		A					
1825 FULTON AVE STE E	FULTON AUTO BODY	SACRAMENTO	95825	I	I					
1825 FULTON AVE STE F	IMPORT REPAIR CENTER LTD	SACRAMENTO	95825	A	A					
1837 FULTON AVE	GREEN SACRAMENTO	SACRAMENTO	95825	I						
1841 FULTON AVE	NIETO'S TILE & STONE	SACRAMENTO	95825	I						
1914 FULTON AVE	POZZI'S VW PARTS INC	SACRAMENTO	95825		I					
1919 FULTON AVE	TARGET STORE #T0312 [HM]	SACRAMENTO	95825	A	A					
1956 FULTON AVE STE B	ACE'S AUTO REPAIR	SACRAMENTO	95825	I	I					
1956 FULTON AVE STE B	FULTON AUTO REPAIR	SACRAMENTO	95825	A	A					
1956 FULTON AVE	DISCOUNT TIRE CENTER	SACRAMENTO	95825	I	I					
1990 FULTON AVE C	BRITISH CAR SERVICE	SACRAMENTO	95825	I	I					
1990 FULTON AVE	CARQUEST AUTO PARTS	SACRAMENTO	95825	I	I					
2009 FULTON AVE	SVS AUTOMOTIVE CORPORATION	SACRAMENTO	95825	A	A					

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2015 FULTON AVE	IRC MUFFLER & RADIATOR	SACRAMENTO	95825	I						
2020 FULTON AVE	NIELLO BMW	SACRAMENTO	95825	A	A	I				1
2025 FULTON AVE	CHET & CLIFF'S GARAGE	SACRAMENTO	95825	A	A					
2052 FULTON AVE	JAGUAR SACRAMENTO	SACRAMENTO	95825	A	A					
2121 FULTON AVE	PRECISION WHEEL	SACRAMENTO	95825		I					
2134 FULTON AVE	TRUCK TIME	SACRAMENTO	95825	I	I					
2151 FULTON AVE	RIVER CITY MOTORCYCLES	SACRAMENTO	95825		I					
2151 FULTON AVE	POZZI'S VW PARTS INC	SACRAMENTO	95825		I					
2163 FULTON AVE STE 12	BRALEY & GRAHAM, INC	SACRAMENTO	95825	A	A					
2171 FULTON AVE	EU-TECH, INC	SACRAMENTO	95825	A	A					
2173 FULTON AVE	FULTON AVENUE PET RESORT	SACRAMENTO	95825		I					
2194 FULTON AVE	TRUCK TIME	SACRAMENTO	95825	I	I					
2200 FULTON AVE	PAUL BLANCO'S EZ AUTO SOLUTIONS	SACRAMENTO	95825	A	A					
2211 FULTON AVE STE A	ACTION CAR CARE	SACRAMENTO	95825	I	I					
2211 FULTON AVE STE C	KING'S AUTO GARAGE	SACRAMENTO	95825	A	A					
2211 FULTON AVE	AUTOVILLE	SACRAMENTO	95825				I			
2211 FULTON AVE STE F	SAMA AUTO REPAIR	SACRAMENTO	95825	A	A					
2211 FULTON AVE STE Z	PRO-KINGS AUTO REPAIR	SACRAMENTO	95825	I	I					
2223 FULTON AVE	AUTOZONE #5602	SACRAMENTO	95825	A	A					
2237 FULTON AVE STE B	GREEN AUTO REPAIR	SACRAMENTO	95825	A	A					
2241 FULTON AVE	GREAT VALLEY MAZDA SUZUKI ISUZU	SACRAMENTO	95825	I	I					
2329 FULTON AVE	MEL RAPTON HONDA COLLISION CENTE	SACRAMENTO	95825	A	A					
2341 FULTON AVE	KUNI SACRAMENTO	SACRAMENTO	95825	A	A					
2343 FULTON AVE	HAYES BROTHERS COLLISION REPAIR	SACRAMENTO	95825	I	I					
2400 FULTON AVE STE D	ALL FOREIGN AUTO REPAIR	SACRAMENTO	95825	A	A					
2400 FULTON AVE STE E	FID'S AUTOMOTIVE	SACRAMENTO	95825	I	I					
2400 FULTON AVE STE J	FULTON TRANSMISSION	SACRAMENTO	95825	I	I					
2400 FULTON AVE STE P	LEGEND AUTO	SACRAMENTO	95825		I					
2449 FULTON AVE	KUNI SACRAMENTO	SACRAMENTO	95825							
2450 FULTON AVE	VIP ACCESSORY & REPAIR	SACRAMENTO	95825	I	I					
2500 FULTON AVE	FULTON CHEVRON	SACRAMENTO	95821	A	A	A				3
2509 FULTON AVE	RACING PRODUCTS WAREHOUSE, INC	SACRAMENTO	95821	A		I				0
2540 FULTON AVE	SATURN OF FULTON AVENUE	SACRAMENTO	95821	I	I					
2600 FULTON AVE	LEXUS OF SACRAMENTO	SACRAMENTO	95821	A	A					
2609 FULTON AVE	AUTO HEAVEN	SACRAMENTO	95821	A	A					
2612 FULTON AVE STE E	LEXUS OF SACAMENTO (ANNEX BLDG)	SACRAMENTO	95821	A	A					
2615 FULTON AVE	HONEST ENGINE OF FULTON AVE	SACRAMENTO	95821	A	A					
2620 FULTON AVE A	THE PARTY CONCIERGE	SACRAMENTO	95821	I						
2625 FULTON AVE	LES SCHWAB TIRE CENTER STORE #634	SACRAMENTO	95821	I	I					
2626 FULTON AVE	JOE LANPHIER AUTO PAINT & SUPPLY	SACRAMENTO	95821	I	I					
2809 FULTON AVE	MARCO MUFFLER	SACRAMENTO	95821	A						
2820 FULTON AVE STE A	M K AUTO, INC	SACRAMENTO	95821	I	I					
2820 FULTON AVE	KIA MOTORS - SAC KIA	SACRAMENTO	95821	A	A					

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2845 FULTON AVE	A-1 TRANSMISSIONS	SACRAMENTO	95821	A	A					
2864 FULTON AVE	VOGUE CLEANERS	SACRAMENTO	95821	I	A					
2866 FULTON AVE	POPE STUDIOS	SACRAMENTO	95821		I					
2875 FULTON AVE	HONEY BAKED HAM, INC	SACRAMENTO	95821	I						
3000 FULTON AVE	SACRAMENTO METRO FIRE STATION 101	SACRAMENTO	95821	I		I				1
3010 FULTON AVE	U SAVE AUTO SALES, INC	SACRAMENTO	95821	A	A					
3051 FULTON AVE	TOWN AND COUNTRY CHIROPRACTIC	SACRAMENTO	95821		I					
3124 FULTON AVE	GOLDEN STAR AUTO REPAIR & TIRES	SACRAMENTO	95821	A	A					
3124 FULTON AVE	LESS-CO ROOFING	SACRAMENTO	95821	I						
3181 FULTON AVE	SMOG KING	SACRAMENTO	95821	A	A					
3181 FULTON AVE	CENTRAL AUTO INC	SACRAMENTO	95821		I					
3220 FULTON AVE	SACRAMENTO AUTO CENTER	SACRAMENTO	95821	I	I					
3300 FULTON AVE STE A	TOWN & COUNTRY AUTO TECH	SACRAMENTO	95821	A	A					
3311 FULTON AVE A	COMMERCIAL AUTO & TRANSMISSION	SACRAMENTO	95821	I	I					
3358 FULTON AVE	JERRY'S PAINT & SUPPLY, INC	SACRAMENTO	95821	A	A					
3400 FULTON AVE STE B	A-1 EXPRESS MUFFLER	SACRAMENTO	95821	I	I					
3409 FULTON AVE STE B	ATAYA'S MOTORS	SACRAMENTO	95821	A	A					
3420 FULTON AVE 2	PARS AUTO	SACRAMENTO	95821		A					
3428 FULTON AVE	STANDARD APPLIANCE PARTS	SACRAMENTO	95821	I						
3500 FULTON AVE A	MARC BECKER DIESEL	SACRAMENTO	95821		I					
3501 FULTON AVE	THE CREDIT LAND	SACRAMENTO	95821		I					
3630 FULTON AVE	MEL RAPTON HONDA	SACRAMENTO	95821	A	A					
3645 FULTON AVE	HAGGIN OAKS GOLF COURSE	SACRAMENTO	95821	A	A					
3645 FULTON AVE	CITY OF SAC - WELL #50	SACRAMENTO	95821	I					I	
3645 FULTON AVE	CITY OF SAC - WELL #61	SACRAMENTO	95821	I					I	
3701 FULTON AVE	SACRAMENTO TRAP CLUB	SACRAMENTO	95821	I	I					
8311 GALENA AVE	CA AIR RESOURCES BOARD - DEPOT PA	SACRAMENTO	95828	A	I					
8320 GALENA AVE	SIERRA NATIONAL ASPHALT	SACRAMENTO	95826	A	A					
8324 GALENA AVE	BREAULT ASPHALT MAINTENANCE, INC	SACRAMENTO	95828	A	A					
8328 GALENA AVE	HARBISON MAHONY HIGGINS BUILDERS,	SACRAMENTO	95828	A	A					
8330 GALENA AVE	CALIFORNIA LANDSCAPE ASSOCIATES, I	SACRAMENTO	95828	A	A					
8330 GALENA AVE	VALLEY PALLET, INC	SACRAMENTO	95828	A	I					
8331 GALENA AVE	CHARCY CO INC	SACRAMENTO	95828	I	I					
4419 GARBO WAY	VERIZON WIRELESS - ANTWALL	ANTELOPE	95843	A						
GARDEN HWY/ELKHORN BLVD	SACRAMENTO AIRPORT STATION	SACRAMENTO	95837	I						
599 GARDEN HWY	GARDENLAND SAND & TOPSOIL	SACRAMENTO	95833	A	A					
1610 GARDEN HWY	RPM	SACRAMENTO	95833	I	I					
2196 GARDEN HWY	VERIZON WIRELESS - REED	SACRAMENTO	95833	A						
2250 GARDEN HWY	LAWRENCE RAPOSA	SACRAMENTO	95833	I						
3802 GARDEN HWY	KCTC SAC-AMERICAN TOWER CORP #81	SACRAMENTO	95834	I						
5610 GARDEN HWY	KUBO FARMS	SACRAMENTO	95837	I						
5999 GARDEN HWY	ALAMAR RESTAURANT & MARINA LLC	SACRAMENTO	95837	A	A	A				1
7200 GARDEN HWY	TEAL BEND GOLF COURSE	SACRAMENTO	95837	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
8140 GARDEN HWY	ED BIANCHI	SACRAMENTO	95837	I						
3202 GARFIELD AVE	CWD - GARFIELD WELL	CARMICHAEL	95608	A						
3900 GARFIELD AVE	LHCF-AMERICAN RIVER CARE CENTER	CARMICHAEL	95608	A						
5215 GARFIELD AVE	HARLAN AND TAYLOR DDS	SACRAMENTO	95841		I					
5510 GARFIELD AVE	ISA: SHERIFF'S NORTH GARAGE	SACRAMENTO	95841	A	A	A				2
5700 GARFIELD AVE	BACKYARD POOLS	SACRAMENTO	95841	I						
5728 GARFIELD AVE	INDOOR ENVIRONMENTAL SERVICES	SACRAMENTO	95841	I	I					
5730 GARFIELD AVE C	CAPITAL BIRD SUPPLY WAREHOUSE	SACRAMENTO	95841	I						
2650 GATEWAY OAKS DR	FLYERS #74	SACRAMENTO	95833	A	A	A				3
2710 GATEWAY OAKS DR STE 100SO	COMCAST SPOTLIGHT	SACRAMENTO	95833	I						
2730 GATEWAY OAKS DR	PG & E - SACRAMENTO CONTACT CENTE	SACRAMENTO	95833	A						
2740 GATEWAY OAKS DR	PG & E - SACRAMENTO CONTACT CENTE	SACRAMENTO	95833	A		I				1
2870 GATEWAY OAKS DR	VERIZON WIRELESS - GATEWAY OAKS	SACRAMENTO	95834	A						
4061 GATEWAY PARK BLVD	RALEY'S DIST CENTER	SACRAMENTO	95834	A	A	A			A	2
4101 GATEWAY PARK BLVD	COCA COLA	SACRAMENTO	95834		I					
4101 GATEWAY PARK BLVD	SACRAMENTO COCA COLA BOTTLING CO	SACRAMENTO	95834	A	A					
4251 GATEWAY PARK BLVD	METRO MAILING SERVICE, INC	SACRAMENTO	95834	A	A					
4381 GATEWAY PARK BLVD STE 500	PHOENIX AUTOMOTIVE GROUP	SACRAMENTO	95834	A	A					
4571 GATEWAY PARK BLVD STE C-4	JOHN'S CLEANERS	SACRAMENTO	95834	A	A					
10822 GAY RD	TNC HOLDING CO, LLC	WILTON	95693	A	A					
7820 GERBER RD	ART PORTRAITS	SACRAMENTO	95828		I					
7824 GERBER RD	POWER INN FAMILY DENTAL CARE	SACRAMENTO	95828		I					
7836 GERBER RD	AKIN CHIROPRACTIC OFFICE	SACRAMENTO	95828		I					
7860 GERBER RD	RITE AID #6083	SACRAMENTO	95828	I	A					
7960 GERBER RD	SAVE MART SUPERMARKET #619	SACRAMENTO	95828	I	A					
8100 GERBER RD	GERBER ROAD AM/PM	SACRAMENTO	95828	A	A	A				3
8122 GERBER RD	FOODS CO STORE #371	SACRAMENTO	95828	I						
8130 GERBER RD	CLEAN & SAVE	SACRAMENTO	95828	I	I					
8158 GERBER RD	O'REILLY AUTO PARTS #2884	SACRAMENTO	95828	A	A					
8210 GERBER RD	FRONTIER CITIZENS TELECOM CO OF CA	SACRAMENTO	95828	I						
8300 GERBER RD	MACARTHUR CO	SACRAMENTO	95828	A						
8305 GERBER RD	KYLE'S ROCK & REDI-MIX, INC	SACRAMENTO	95828	A	A					
8334 GERBER RD	QUALITY DISTRIBUTING OF SACRAMENT	SACRAMENTO	95828	I		I				
8390 GERBER RD A	TRAILER HAUL CONCRETE SYSTEMS INC	SACRAMENTO	95828	I	I					
8390 GERBER RD STE B	DEPENDABLE AUTO CENTER	SACRAMENTO	95828	I	A					
8390 GERBER RD STE D	AMERICAN STEEL FABRICATION LLC	SACRAMENTO	95828	I	I					
8390 GERBER RD STE F	NATION TIRE & AUTO SERVICE LLC	SACRAMENTO	95828		A					
8421 GERBER RD	EGUSD TRANSPORTATION DEPARTMEN	SACRAMENTO	95828	A	A	A				4
8450 GERBER RD	HUHTAMAKI, INC	SACRAMENTO	95828	A	A			I		
8455 GERBER RD	ELK GROVE S D/MAINT & OPERATIONS	SACRAMENTO	95828	A	A					
8455 GERBER RD	AMERIGAS	SACRAMENTO	95828	I						
8499 GERBER RD	7-ELEVEN #23233	SACRAMENTO	95828	I	I	I				3
8501 GERBER RD	GERBER & FRENCH CHEVRON	SACRAMENTO	95828	A	A	A				3

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				BP	WG	UST	AST	TIER	CalARP	
8880 GERBER RD	SACRAMENTO METRO FIRE STATION 50	SACRAMENTO	95828	A	I					
8880 GERBER RD	CAL EMA EQUIPMENT REPAIR FACILITY	SACRAMENTO	95828	A	A					
8915 GERBER RD	VERIZON WIRELESS - CHURCHILL DOWN	SACRAMENTO	95829	A						
8915 GERBER RD	CHAMPIONS GOLF LINKS	SACRAMENTO	95829	I	I					
9297 GERBER RD	INTER CITY INC	SACRAMENTO	95829	I	I					
9600 GERBER RD	FRONTIER CITIZENS TELECOM CO OF CA	SACRAMENTO	95829	I						
9681 GERBER RD	MOHAN'S IRON WORKS	SACRAMENTO	95829	I						
10401 GERBER RD	B & E SALVAGE	SACRAMENTO	95829	I	I					
711 G ST	SHERIFF'S DEPT - COUNTY	SACRAMENTO	95814		I	I		I		1
799 G ST	ISA: DTECH	SACRAMENTO	95814	A	I	A				1
1215 G ST	T C PRINTING	SACRAMENTO	95814		I					
1911 G ST	COLLISION SPECIALTIES	SACRAMENTO	95811	I	I					
1912 G ST	NOMAD AUTO BODY	SACRAMENTO	95811		A					
5815 GIBBONS DR	HOUSE OF PHOTOGRAPHICS	CARMICHAEL	95608		I					
5832 GIBBONS DR B	EUROPEAN KARTING SPECIALTIES	CARMICHAEL	95608	I						
5832 GIBBONS DR STE C & D	CARMICHAEL AUTO REPAIR	CARMICHAEL	95608	A	A					
8552 GIBSON RANCH RD	GIBSON RANCH PARK	ELVERTA	95626	A	A	I				2
7114 GLASS SLIPPER WAY	CA AMERICAN WATER-GLASS SLIPPER	CITRUS HEIGHTS	95621	A					I	
2260 GLEN ELLEN CIR	CITY OF SACRAMENTO AQUATIC CENTE	SACRAMENTO	95822	A					I	
950 GLENDALE AVE	GALT COMMERCIAL TIRE	GALT	95632	A	A					
401 GLENN DR	BARGER CHIROPRACTIC	FOLSOM	95630		I					
414 GLENN DR	FOLSOM GLENN CAR WASH & AUTO LUB	FOLSOM	95630	A	A					
535 GLENN DR	FOLSOM FIRE DEPARTMENT STA #35	FOLSOM	95630	A	A					
1000 GLENN DR	KIKKOMAN FOODS INC	FOLSOM	95630	A	A					
6203 GLORIA DR	SUMP 55	SACRAMENTO	95831	A						
6715 GLORIA DR	JOHN F KENNEDY HIGH SCHOOL	SACRAMENTO	95831	A	A					
9650 GOETHE RD	ISA: CENTRAL STORES	SACRAMENTO	95827	A	A					
9650 GOETHE RD	SAC CO PRINTING SERVICES	SACRAMENTO	95827		I					
9750 GOETHE RD	INTEL CORPORATION	SACRAMENTO	95827	I	I					
9750 GOETHE RD	DEALER TRACK	SACRAMENTO	95827	A						
9800 GOETHE RD BOX 18	CALIFORNIA MILITARY DEPARTMENT	SACRAMENTO	95826	A	A					
9825 GOETHE RD STE 350	IMMUNO CONCEPTS NA LTD	SACRAMENTO	95827	A	A					
9850 GOETHE RD	PW PUBLIC WORKS SOLID WAS	SACRAMENTO	95827		A					
10000 GOETHE RD	AT&T MOBILITY-NR6/SACRAMENTO CC 1	SACRAMENTO	95827	I						
10030 GOETHE RD	AT & T MOBILITY- SAC MTSO (9751)	SACRAMENTO	95827	A						
10030 GOETHE RD	AT & T CORP - CA2489	SACRAMENTO	95827	I						
10035 GOETHE RD	UPS RANCHO CORDOVA	SACRAMENTO	95827	A	A					
10060 GOETHE RD	SASD SOUTH WAREHOUSE, SASD	SACRAMENTO	95827	A	A					
10060 GOETHE RD	SASD MAINTENANCE YARD	SACRAMENTO	95827	A	A					
3040 GOLD CAMP DR	QWEST COMMUNICATIONS CO	RANCHO CORDOVA	95670	A						
3065 GOLD CAMP DR	SPRINT NEXTEL RCRDCAGT	RANCHO CORDOVA	95670	A						
3065 GOLD CAMP DR	GLOBAL GOLD CAMP, LLC	RANCHO CORDOVA	95670	A	A	A				1
3101 GOLD CAMP DR	STATE OF CA, CA TECHNOLOGY AGENC'	RANCHO CORDOVA	95670	A	A	A				2

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2991 GOLD CANAL DR FLR 1	MCI	RANCHO CORDOVA	95670	A						
2999 GOLD CANAL DR	AT & T CORP	RANCHO CORDOVA	95670	I						
3012 GOLD CANAL DR	SACRAMENTO METRO FIRE - LOGISTICS	RANCHO CORDOVA	95670	A	A					
3033 GOLD CANAL DR	GUIDED WAVE INC	RANCHO CORDOVA	95670	I	I					
3071 GOLD CANAL DR	DAVITA SUNSET DIALYSIS CENTER	RANCHO CORDOVA	95670	I						
3083 GOLD CANAL DR	CLS LABS	RANCHO CORDOVA	95670	I	I					
10815 GOLD CENTER DR	BLACKROCK	RANCHO CORDOVA	95670	A						
10850 GOLD CENTER DR STE 300	BLACKROCK DATA ROCK	RANCHO CORDOVA	95670	A						
10860 GOLD CENTER DR	AT&T MOBILITY-RANCHO II GOLD CTR DF	RANCHO CORDOVA	95670	A						
10980 GOLD CENTER DR	AFFILIATED COMPUTER SERVICES	RANCHO CORDOVA	95670	I		I				1
10995 GOLD CENTER DR 100	XO COMMUNICATIONS INC	RANCHO CORDOVA	95670	I			I			
10995 GOLD CENTER DR STE 150	CU DIRECT CORPORATION	RANCHO CORDOVA	95670	A	I					
11374 GOLD DREDGE WAY	FOLSOM READY MIX, INC PLANT 1	RANCHO CORDOVA	95742	A						
11390 GOLD DREDGE WAY	ACM MACHINING, INC	RANCHO CORDOVA	95742	A	A			A		
11390 GOLD DREDGE WAY	BALBACH TRANSPORT	RANCHO CORDOVA	95742	I	I					
11500 GOLD DREDGE WAY	MURPHY'S MAGIC SUPPLIES INC	RANCHO CORDOVA	95742	A						
11226 GOLD EXPRESS DR 201	GOLD RIVER CHIROPRACTIC	RANCHO CORDOVA	95670		I					
11230 GOLD EXPRESS DR 301	JAMES R JOYCE DDS/BENJAMIN P PELKA	GOLD RIVER	95670		I					
11230 GOLD EXPRESS DR 302	WAYNE M GROSSMAN DDS	RANCHO CORDOVA	95670		I					
11230 GOLD EXPRESS DR 306	HMF FAMILY DENTISTRY	RANCHO CORDOVA	95670		I					
11230 GOLD EXPRESS DR 308	DWIGHT A MILLER DDS MS	GOLD RIVER	95670		I					
12400 GOLD FLAKE CT	LOUIS A/C SALVAGE	RANCHO CORDOVA	95742	A	A					
12401 GOLD FLAKE CT	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	A	A					
12404 GOLD FLAKE CT	TRUCK TIME AUTO REPAIR	RANCHO CORDOVA	95742	A	A					
705 GOLD LAKE DR STE 320	BICYCLES PLUS	FOLSOM	95630		A					
2925 GOLD PAN CT	ROBERT SIMAS FLOOR COMPANY	RANCHO CORDOVA	95670	I						
2933 GOLD PAN CT C	COX BLACK AND WHITE LAB INC	RANCHO CORDOVA	95670	I	I					
2318 GOLD RIVER RD	FOREMOST INTERIORS, INC	RANCHO CORDOVA	95670	A						
2322 GOLD RIVER RD	GOLD RIVER TIRE & AUTO SVC IN	RANCHO CORDOVA	95670	I	I					
2323 GOLD RIVER RD STE A	EAGLE AUTOMOTIVE	RANCHO CORDOVA	95670	I	I					
2323 GOLD RIVER RD STE F	METRICS MIKE	RANCHO CORDOVA	95670	I	I					
2335 GOLD RIVER RD A	UNION PAINTING & DECORATING	RANCHO CORDOVA	95670	I						
2335 GOLD RIVER RD STE J	MARANGI'S PAINTING & DECORATING	RANCHO CORDOVA	95670	I	I					
2338 GOLD RIVER RD 1	GOLD COUNTRY SERVICE CENTER	RANCHO CORDOVA	95670	I	I					
2338 GOLD RIVER RD STE J	ADD PERFORMANCE	GOLD RIVER	95670	A	A					
2340 GOLD RIVER RD STE I	BETTER DAYS BODY & PAINT SHOP	RANCHO CORDOVA	95670		I					
2340 GOLD RIVER RD STE L	WELD TECH	RANCHO CORDOVA	95670	I						
2347 GOLD RIVER RD	VERIZON WIRELESS - COLOMA RD	RANCHO CORDOVA	95670	A						
2347 GOLD RIVER RD STE G	BODY MECHANICS	RANCHO CORDOVA	95670	I	A					
2347 GOLD RIVER RD STE J	MORRISON MARINE	RANCHO CORDOVA	95670	I	A					
2370 GOLD RIVER RD STE C	EL DORADO IRON WORKS, INC	GOLD RIVER	95670	I						
2376 GOLD RIVER RD	CONTRACT INSTALLATIONS	GOLD RIVER	95670	A						
2378 GOLD RIVER RD STE 11	TOLLE FAB	RANCHO CORDOVA	95670	A						

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2381 GOLD RIVER RD STE B	DIVISION 5-15, INC	GOLD RIVER	95670	A						
2401 GOLD RIVER RD	SACRAMENTO VALLEY CABINET, INC	RANCHO CORDOVA	95670	I	I	I				2
2401 GOLD RIVER RD	ROSS CLARK MATERIAL HANDLING & ER	RANCHO CORDOVA	95670			I				2
2440 GOLD RIVER RD STE 101	K- DESIGNERS	RANCHO CORDOVA	95670	A	I					
2201 GOLD RUSH DR	GOLD RIVER RACQUET CLUB	GOLD RIVER	95670	A						
2880 GOLD TAILINGS CT	ISA:DGS/FLEET SERVICES/RANCHO COR	RANCHO CORDOVA	95670	A	A					
3115 GOLD VALLEY DR STE A	AKZO NOBEL PAINTS, LLC	RANCHO CORDOVA	95742	I	I					
3115 GOLD VALLEY DR STE B	CRUSADER FENCE CO INC	RANCHO CORDOVA	95742	A	A					
3160 GOLD VALLEY DR 300	WESTERN TOOL & SUPPLY	RANCHO CORDOVA	95742	I						
3160 GOLD VALLEY DR 500	WEST COAST CORRECT CRAFT	RANCHO CORDOVA	95742	I	I			I		
3160 GOLD VALLEY DR STE 600	FACTORY MOTOR PARTS CO	RANCHO CORDOVA	95742	A						
3165 GOLD VALLEY DR	DEPT TRANSPORTATION - REGIONAL CT	RANCHO CORDOVA	95742	A						
2111 GOLDEN CENTRE LN	RITE AID #6059	RANCHO CORDOVA	95670	I	A					
2155 GOLDEN CENTRE LN	BEL AIR SUPERMARKET #522	GOLD RIVER	95670	I	I					
2180 GOLDEN CENTRE LN, #40	GOLD RIVER DENTAL	RANCHO CORDOVA	95670		I					
905 GOLDEN HEIGHTS DR	CITY OF GALT GOLDEN HEIGHTS WELL #	GALT	95632	A						
35 GOLDENLAND CT STE 320	NATOMAS AUTOMOTIVE INC	SACRAMENTO	95834	A	A					
9687 GORE RD	HUNT & SONS INC	SACRAMENTO	95827	A	A					
3338 GOULD WAY	CALIFORNIA AMERICAN WATER CO - GOI	SACRAMENTO	95827	A					I	
7100 GOVERNORS CIR	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95823	I					I	
220 NW GRAN ISLAND AVE	ORLANDO ORCHARDS	WALNUT GROVE	95212	I						
12805 GRAND ISLAND RD	KAY DIX RANCH CO II	WALNUT GROVE	95690	I						
13171 GRAND ISLAND RD	DOUBLE M FARMS	WALNUT GROVE	95690	I						
13271 GRAND ISLAND RD	LEGACY FAMILY FARMS	WALNUT GROVE	95690	I						
13409 GRAND ISLAND RD	D H. & P.	WALNUT GROVE	95690	I						
13545 GRAND ISLAND RD	FERREIRA ESTATES	WALNUT GROVE	95690	I						
13737 GRAND ISLAND RD	HART INCORPORATED	WALNUT GROVE	95690	I						
14575 GRAND ISLAND RD	STEFANI RANCH	WALNUT CREEK	95660	I						
14891 GRAND ISLAND RD	ARELLANO FARMS	WALNUT GROVE	95690	I						
15229 GRAND ISLAND RD	FAY RANCH	WALNUT GROVE	95690	I	I					
15229 GRAND ISLAND RD	STEAMBOAT ORCHARDS	WALNUT GROVE	95690	A	A				A	
15341 GRAND ISLAND RD	STEAMBOAT ORCHARDS	WALNUT GROVE	95690	I	I					
15481 GRAND ISLAND RD	CAL-BART ORCHARDS	WALNUT GROVE	95690	I	I					
15481 GRAND ISLAND RD	CAL-BART ORCHARDS	WALNUT GROVE	95690	I	I					
15548 GRAND ISLAND RD	CAL-BART ORCHARDS	WALNUT GROVE	95690	I						
16101 GRAND ISLAND RD	GRAND ISLAND FARMS	WALNUT GROVE	95267	I	I					
17364 GRAND ISLAND RD	SILVA FARMS, INC.	WALNUT GROVE	95690	I	I					
17615 GRAND ISLAND RD	AT&T MOBILITY-ISLETON (9854)	WALNUT GROVE	95690	A						
17615 GRAND ISLAND RD	LIND 26-1	ISLETON	95641	A	A					
17615 GRAND ISLAND RD	LIND 23-1	ISLETON	95641	A						
GRAND ISLAND RD	DEMATEI WELL SITE	RYDE	94571	I						
7474 GRAND OAKS BLVD	SACRAMENTO METRO FIRE STATION 27	CITRUS HEIGHTS	95621	I						
807 GRAND AVE	DEL PASO HEIGHTS DENTAL CTR	SACRAMENTO	95838		I					

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901 GRAND AVE STE A	XTREME AUTO CARE, LLC	SACRAMENTO	95838	A	A					
901 GRAND AVE STE B	CESAR'S MUFFLER SHOP	SACRAMENTO	95838	A						
1333 GRAND AVE	GRANT HIGH SCHOOL MAINT & ADMIN	SACRAMENTO	95838	I	I					
1400 GRAND AVE STE A	GRANT UNION HIGH SCHOOL	SACRAMENTO	95838	A	A					
1400 GRAND AVE STE B	TWIN RIVERS TRANSPORTATION	SACRAMENTO	95838	A	A	A				2
2219 GRAND AVE	TROJAN WALL PRODUCTS	SACRAMENTO	95838	A		I				1
2410 GRAND AVE	PAPE MATERIAL HANDLING, INC	SACRAMENTO	95838	A	A					
2430 GRAND AVE STE D	PERFECTION HOME SYSTEMS INC	SACRAMENTO	95838	I						
2500 GRAND AVE	B & H WHOLESALE, INC	SACRAMENTO	95838	A						
14111 GRAND AVE	FRONTIER CITIZENS TELECOM CO OF CA	WALNUT GROVE	95690	A						
7907 GRANDSTAFF DR	SACRAMENTO CITY WELL #107	SACRAMENTO	95823	A					A	
3417 GRANT LINE RD	TEICHERT AGGREGATES - GRANTLINE	RANCHO CORDOVA	95742	A	A					
3601 GRANT LINE RD	VERIZON WIRELESS GRANT LINE SECUR	RANCHO CORDOVA	95742	A						
8345 GRANTLINE RD	VINO FARMS RANCH #3	ELK GROVE	95624	I	I	I	I			2
8465 GRANT LINE RD	AT&T MOBILITY - WILTON (9735)	ELK GROVE	95624	A						
8465 GRANT LINE RD	COURTLAND FARMING CO	ELK GROVE	95624	I	I					
8995 GRANT LINE RD	WILTON CHEVRON	ELK GROVE	95624	A	A	A				3
9001 GRANT LINE RD	CRLLC/76 #1966	ELK GROVE	95624	A	A	A				3
9001 GRANTLINE RD	DUPLICATE - SEE FA0003885	ELK GROVE	95624			I				3
9021 GRANT LINE RD	SHELDON ACE HARDWARE	ELK GROVE	95624	A						
9037 GRANT LINE RD	GRANTLINE VETERINARY	ELK GROVE	95624		I					
9050 GRANT LINE RD A	B & B ASPHALT	ELK GROVE	95624		I					
9651 GRANT LINE RD	MITCHELL FARMS	ELK GROVE	95624	I	I					
10071 GRANT LINE RD	BIG OAK NURSERY	ELK GROVE	95624	I			I			
10401 GRANT LINE RD	SUPER PALLET CHIP/GRIND	ELK GROVE	95624	I						
10421 GRANT LINE RD	GRANT LINE ARCO	ELK GROVE	95624	A	A	A				3
10450 GRANTLINE RD	LONESTAR TRUCKING	ELK GROVE	95624	I	I					
10456 GRANT LINE RD STE 200	ELK GROVE CUSTOM CYCLE	ELK GROVE	95624	I	I					
10461 GRANT LINE RD STE 120	VALLEY OAK APPLIANCE	ELK GROVE	95624		I					
10461 GRANT LINE RD STE 152	MARSH'S CARPET	ELK GROVE	95624	I						
10463 GRANT LINE RD 106	SWEDE TECH RACING ENGINES	ELK GROVE	95624	I						
10463 GRANT LINE RD STE 109	AJ & J ENGINEERING & PRECISION MACH	ELK GROVE	95624	I	A					
10466 GRANT LINE RD	ARCO #5752	ELK GROVE	95624	I	I	I				4
10471 GRANT LINE RD STE 170	ICI PAINTS	ELK GROVE	95624	I	I					
10481 GRANT LINE RD STE 140D	PACIFIC COAST BATTERY SERVICE, INC	ELK GROVE	95624	A	I					
GRANT LINE RD	BOYS RANCH WELL SITE (G-16)	SLOUGHHOUSE	95742	I						
SW GRANT LINE RD	MSA: SURVEY RD WELL (W-28)	ELK GROVE	95624	I						
5750 GRANT AVE	CARMICHAEL PARK	CARMICHAEL	95608	A	A					
8345 GRANTLINE RD	VINO FARMS, INC.	ELK GROVE	95624	I						
10045 GRANTLINE RD	DAEHLING RANCH	ELK GROVE	95624	I						
10171 GRANTLINE RD	MAHON RANCH	ELK GROVE	95624	I						
5746 GREAT VALLEY DR	SSW-ANTELOPE NORTH WELL#N35	SACRAMENTO	95843	A						
7405 GREEN HAVEN DR	AT & T MOBILITY - GREEN HAVEN CALL	SACRAMENTO	95831	A						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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281 GREEN VALLEY RD	CEMEX MAID READY MIX PLANT	EL DORADO HILLS	95762	A						
5757 GREENBACK LN	EAST LAWN SIERRA HILLS MEM PARK	SACRAMENTO	95841	A	A					
5959 GREENBACK LN, #110	CREEKSIDE DENTAL CARE	CITRUS HEIGHTS	95621		I					
6051 GREENBACK LN	CHARLES CLEANERS	CITRUS HEIGHTS	95621	I	I					
6059 GREENBACK LN	GROCERY OUTLET OF CITRUS HEIGHTS	CITRUS HEIGHTS	95621	I						
6140 GREENBACK LN	ARCO AM/PM #6159	CITRUS HEIGHTS	95621	A	A	A				4
6141 GREENBACK LN	SHELL FACILITY #135169	CITRUS HEIGHTS	95621	A	A	A				3
6151 GREENBACK LN	CHEVRON STATION #90102	CITRUS HEIGHTS	95621	A	A	A				4
6191 GREENBACK LN SUIT A	FIRST DENTAL	CITRUS HEIGHTS	95621		I					
6232 GREENBACK LN	DENT MAGIC	CITRUS HEIGHTS	95621		I					
6296 GREENBACK LN	ALL AROUND AUTO AND BRAKE	CITRUS HEIGHTS	95621	I	I					
6421 GREENBACK LN	SACRAMENTO METRO FIRE STATION 23	CITRUS HEIGHTS	95621	A						
6825 GREENBACK LN	CIRCLE K #956	CITRUS HEIGHTS	95621	I		I				
6825 GREENBACK LN	CITY MARKET	CITRUS HEIGHTS	95621	A	A	A				3
7001 GREENBACK LN	MERRITT A LOGAN DDS	CITRUS HEIGHTS	95621		I					
7147 GREENBACK LN	SAM'S CLUB #4799	CITRUS HEIGHTS	95621	A	A	A				3
7263 GREENBACK LN	BIG LOTS #4359	CITRUS HEIGHTS	95621	I						
7301 GREENBACK LN	SAFEWAY #1531	CITRUS HEIGHTS	95621	I						
7301 GREENBACK LN	PAK 'N SAVE #106	CITRUS HEIGHTS	95621	I						
7313 GREENBACK LN	DOLLAR TREE STORE #1202	CITRUS HEIGHTS	95621	I						
7317 GREENBACK LN	A-1 JANITORIAL SUPPLY	CITRUS HEIGHTS	95621	I						
7329 GREENBACK LN	ALL STAR PRINTING	CITRUS HEIGHTS	95621		I					
7349 GREENBACK LN	O'REILLY AUTO PARTS #2568	CITRUS HEIGHTS	95621	A	A					
7433 GREENBACK LN STE P	THE CAR CZAR	CITRUS HEIGHTS	95610	A	A					
7457 GREENBACK LN	JOHNSRUD CHIROPRACTIC CENTER	CITRUS HEIGHTS	95610		I					
7501 GREENBACK LN	GREENBACK TIRES & WHEELS	CITRUS HEIGHTS	95610	I	I					
7548 GREENBACK LN	ALL STAR LUBE	CITRUS HEIGHTS	95610	A	A	I				3
7551 GREENBACK LN	SAN JUAN HIGH SCHOOL [HM]	CITRUS HEIGHTS	95610	I	I					
7551 GREENBACK LN	VERIZON WIRELESS - CITRUS HEIGHTS	CITRUS HEIGHTS	95610	A						
7601 GREENBACK LN	THE EARTH STATION SMOG	CITRUS HEIGHTS	95610	I	A					
7612 GREENBACK LN STE B	SAVE ON CLEANERS	CITRUS HEIGHTS	95610	A	A					
7641 GREENBACK LN	SACRAMENTO METRO FIRE STATION 21	CITRUS HEIGHTS	95610	A						
7649 GREENBACK LN	COUNTY OF SACRAMENTO	CITRUS HEIGHTS	95610	A						
7656 GREENBACK LN	LESLIE'S SWIMMING POOL SUPPLIES #71	CITRUS HEIGHTS	95610	I						
7680 GREENBACK LN	SWANSON'S CLEANERS	CITRUS HEIGHTS	95610	A	A					
7777 GREENBACK LN 110	T D BALDINI DC	CITRUS HEIGHTS	95610		I					
7840 GREENBACK LN	LOWE'S OF CITRUS HEIGHTS, CA #1540	CITRUS HEIGHTS	95610	A	A					
7841 GREENBACK LN	KELLY-MOORE PAINTS	CITRUS HEIGHTS	95610	I						
7861 GREENBACK LN	MARK B NESSENSON DDS	CITRUS HEIGHTS	95610		I					
7885 GREENBACK LN	CITY BICYCLE WORKS	CITRUS HEIGHTS	95610		A					
7895 GREENBACK LN	FIRESTONE COMPLETE AUTO CARE #35	CITRUS HEIGHTS	95610	A	A					
7899 GREENBACK LN	SHELL FACILITY #135167	CITRUS HEIGHTS	95610	A	A	A				3
7935 GREENBACK LN	WALLPAPER EXPRESS	CITRUS HEIGHTS	95610	I						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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7986 GREENBACK LN	GOODYEAR AUTO SERVICE CENTER #85	CITRUS HEIGHTS	95610	A	A					
7999 GREENBACK LN	WISE BUYS	CITRUS HEIGHTS	95610	I						
8001 GREENBACK LN	LES SCHWAB TIRE CENTER #651	CITRUS HEIGHTS	95610	I	I					
8017 GREENBACK LN	QUICK QUACK CARWASH	CITRUS HEIGHTS	95610	A						
8025 GREENBACK LN STE A	BATTERIES PLUS	CITRUS HEIGHTS	95610	I	A					
8033 GREENBACK LN	GREENBACK SQUARE CLEANERS	CITRUS HEIGHTS	95610	I	I					
8095 GREENBACK LN STE D	BLOODSOURCE-SUNRISE	CITRUS HEIGHTS	95610	I	I					
8101 GREENBACK LN	CVS/PHARMACY #9814	FAIR OAKS	95628	I	A					
8118 GREENBACK LN	MIDAS FAIR OAKS	FAIR OAKS	95628	A	A					
8123 GREENBACK LN	STYLES N TILE	FAIR OAKS	95628	I						
8137 GREENBACK LN	HAROLD'S TRUE VALUE	FAIR OAKS	95628	I						
8143 GREENBACK LN	NATHAN'S POOL SUPPLY INC	FAIR OAKS	95628	I						
8146 GREENBACK LN 109	NANGLE CHIROPRACTIC	FAIR OAKS	95628		I					
8147 GREENBACK LN	AT&T MOBILITY-WOODLAKE - GREENBAC	ORANGEVALE	95662	A						
8201 GREENBACK LN	MOUNT VERNON MEMORIAL PARK	FAIR OAKS	95628	A	I					
8311 GREENBACK LN	VCA GREENBACK ANIMAL HOSPITAL	FAIR OAKS	95628	I	I					
8680 GREENBACK LN STE 220	CALIFORNIA FAMILY FITNESS	ORANGEVALE	95662	A		I				1
8680 GREENBACK LN	SUTTER MEDICAL GROUP	ORANGEVALE	95662	I		I				1
8680 GREENBACK LN	T-MOBILE WEST CORP (SC06015A)	ORANGEVALE	95662	I						
8681 GREENBACK LN	SACRAMENTO METRO FIRE STATION 29	ORANGEVALE	95662	A						
8696 GREENBACK LN	QUIK STOP MARKET #126	ORANGEVALE	95662	A	A	A				2
8701 GREENBACK LN	WINCO FOODS #54	ORANGEVALE	95662	I						
8711 GREENBACK LN	LUMBERJACK STORES #113	ORANGEVALE	95662	I						
8820 GREENBACK LN STE E	STREET TECH AUTO CARE, INC	ORANGEVALE	95662	I	I					
8832 GREENBACK LN	ROWE'S AUTO BODY INC	ORANGEVALE	95662		A					
8839 GREENBACK LN	SAVE MART SUPERMARKET #611	ORANGEVALE	95662		A					
8854 GREENBACK LN, #2	BARNO CHIROPRACTIC	ORANGEVALE	95662		I					
8856 GREENBACK LN	ICI DULUX PAINTS	ORANGEVALE	95662	I						
8861 GREENBACK LN	CVS/PHARMACY #9487	ORANGEVALE	95662	I	A			I		
8864 GREENBACK LN	STREET TECH AUTO CARE, INC	ORANGEVALE	95662	A	A					
8875 GREENBACK LN	SERVICE CLEANERS	ORANGEVALE	95662	I	I					
8897 GREENBACK LN	AT&T MOBILITY-ORANGEVALE (9713)	ORANGEVALE	95662	A						
8897 GREENBACK LN	VERIZON WIRELESS - ORANGEVALE	ORANGEVALE	95662	A						
8900 GREENBACK LN	WALGREENS #4414	ORANGEVALE	95662	A	A					
8920 GREENBACK LN STE A	SERVICE CLEANERS	ORANGEVALE	95662	A	A					
8942 GREENBACK LN STE H	ORANGEVALE DIESEL, INC	ORANGEVALE	95662	A	A					
8942 GREENBACK LN STE L	SIERRA COLLISION	ORANGEVALE	95662	A	A					
8942 GREENBACK LN STE Q	ARTIC AUTO AIR	ORANGEVALE	95662		I					
8944 GREENBACK LN	AUTO CARE BY KENELY, INC	ORANGEVALE	95662	A	A					
8961 GREENBACK LN	WAL-MART SUPERCENTER #4309	ORANGEVALE	95662	A	A					
8964 GREENBACK LN	TRUE BLUE AUTO CARE	ORANGEVALE	95662	A	A					
8974 GREENBACK LN	FUTURE PLASTERING, INC	ORANGEVALE	95662	A	I					
8994 GREENBACK LN	ORBIT STATION	ORANGEVALE	95662	A	A	A				2

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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9197 GREENBACK LN C	JEFF JOHNSON DDS	ORANGEVALE	95662		I					
9198 GREENBACK LN 112	LOPRESTI CHIROPRACTIC CLINIC	ORANGEVALE	95662		I					
9198 GREENBACK LN, #200	ORANGEVALE/ FOLSOM DENTAL	ORANGEVALE	95662		I					
9198 GREENBACK LN 210	LLOYD R PRICE DDS	ORANGEVALE	95662		I					
9200 GREENBACK LN	ORANGEVALE SMOG	ORANGEVALE	95662	I	I					
9216 GREENBACK LN	ORANGEVALE TIRE PROS	ORANGEVALE	95662	A	A					
9267 GREENBACK LN STE A2	ORANGEVALE DIALYSIS CENTER	ORANGEVALE	95662	A						
9267 GREENBACK LN C2	JOE UPTAIN-VILLA DC	ORANGEVALE	95662		I					
9280 GREENBACK LN	JAPAN AUTO CARE	ORANGEVALE	95662	A	A					
9282 GREENBACK LN	MARCO MUFFLER	ORANGEVALE	95662	A						
9286 GREENBACK LN	JIFFY LUBE #385	ORANGEVALE	95662	I	I		I			
9292 GREENBACK LN	JAMES EATON	ORANGEVALE	95662	I		I				4
9292 GREENBACK LN	VALLEY AUTOMOTIVE	ORANGEVALE	95662		I					
9301 GREENBACK LN	GREENBACK SHELL	ORANGEVALE	95662	A	A	A				3
9304 GREENBACK LN	CARQUEST OF ORANGEVALE #7544	ORANGEVALE	95662	A	A					
9317 GREENBACK LN	CALIFORNIA TRANSMISSIONS	ORANGEVALE	95662	A	A					
9319 GREENBACK LN	DER WAGON SHOP	ORANGEVALE	95662	I	A					
9320 GREENBACK LN	VALLEY AUTOMOTIVE	ORANGEVALE	95662		I					
9322 GREENBACK LN B	AMERICAN RIVER AUTO DETAILING	ORANGEVALE	95662		I					
9325 GREENBACK LN	GREENBACK EQUIPMENT RENTALS, INC	ORANGEVALE	95662	A	A					
9337 GREENBACK LN	NEWBOLD CLEANERS	ORANGEVALE	95662	I	A					
9346 GREENBACK LN 2	THE PHOTOGRAPHY SHOP	ORANGEVALE	95662		I					
9348 GREENBACK LN	BRAKE MASTERS #133	ORANGEVALE	95662	A	A					
9357 GREENBACK LN STE 11	GARY'S MOWER SHOP	ORANGEVALE	95662	A	A					
9357 GREENBACK LN 8	CLARK AIR CONDITIONING & HEATING	ORANGEVALE	95662	I						
9391 GREENBACK LN	VCA AMERICAN RIVER ANIMAL HOSPITAL	ORANGEVALE	95662		I					
9399 GREENBACK LN	TIRE EXPERTS	ORANGEVALE	95662	I	I					
9400 GREENBACK LN	MEL'S TIRE SERVICE	ORANGEVALE	95662	I	I					
9401 GREENBACK LN	THE CAR DOCS	ORANGEVALE	95662	A	A					
9439 GREENBACK LN	GOLDEN STATE COLLISION CENTERS, IN	ORANGEVALE	95662	A	A					
9446 GREENBACK LN STE A	MIKE'S AUTO REPAIR	ORANGEVALE	95662	I	I					
9447 GREENBACK LN STE 604	ERTL'S AUTOMOTIVE	ORANGEVALE	95662	A	A					
9447 GREENBACK LN	WALLY CAN	ORANGEVALE	95662		I					
9477 GREENBACK LN, #102	AUTOMOTIVE UNLIMITED	FOLSOM	95630		I					
9477 GREENBACK LN 109	HEIDT MACHINERY	FOLSOM	95630		A					
9477 GREENBACK LN STE 205	US CYCLE & TIRE	FOLSOM	95630	A	A					
9477 GREENBACK LN 212	CLARION WOODCRAFT	FOLSOM	95630	I	I					
9477 GREENBACK LN STE 302	SPICKARD AUTO & BODY	FOLSOM	95630	A	A					
9477 GREENBACK LN 402	STARR PLASTERING	FOLSOM	95630	I						
9477 GREENBACK LN STE 409	RF METAL / ELMORE WELDING	FOLSOM	95630	I	I					
9477 GREENBACK LN 501	MAHALO POOL & SPA SUPPLY	FOLSOM	95630	I						
9477 GREENBACK LN 519	ASAP PRINTING	FOLSOM	95630		I					
9499 GREENBACK LN	RIEBES AUTO PARTS - ORANGEVALE	FOLSOM	95630	I						

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9500 GREENBACK LN 24	ACE HARDWARE	FOLSOM	95630	I						
9500 GREENBACK LN 25	ACE PAINTBALL	FOLSOM	95630	I						
9500 GREENBACK LN 26	CROSSROADS ANIMAL HOSPITAL	FOLSOM	95630							
9515 GREENBACK LN STE A	TRIPLE CROWN AUTO REPAIR	FOLSOM	95630	A	A					
9515 GREENBACK LN STE B	MOBILE TRANSMISSION	FOLSOM	95630	A	A					
9521 GREENBACK LN STE 600	JC PERFORMANCE	FOLSOM	95630	I	I					
9521 GREENBACK LN	SCHEETZ WELDING SERVICE, INC	FOLSOM	95630	A	A					
9522 GREENBACK LN	RALPH'S #962	FOLSOM	95630	I						
9523 GREENBACK LN	BIG LOTS #1364	FOLSOM	95630	I						
9871 GREENBACK LN	FOLSOM LAKE 76	FOLSOM	95630	A	A	A				3
9881 GREENBACK LN	CHEVRON STATION #92130	FOLSOM	95630	A	A	A				3
11595 GREEN RD	SKIP JACOBSEN	WILTON	95693	I	I					
2461 GREEN ST	SAM'S SMOG	SACRAMENTO	95815	I	A					
7210 GREENHAVEN DR, #B	LAWRENCE LARSEN DDS	SACRAMENTO	95831		I					
7210 GREENHAVEN DR D	RICHARD E NICHOLS DDS	SACRAMENTO	95831		I					
7215 GREENHAVEN DR B	LESLIE'S SWIMMING POOL SUPPLIES #26	SACRAMENTO	95831	I						
7400 GREENHAVEN DR	NELSON DENTAL GROUP	SACRAMENTO	95831		I					
7551 GREENHAVEN DR	HIDDEN LAKE CONDOMINIUM RENTALS -	SACRAMENTO	95831	A						
7600 GREENHAVEN DR, #19	CALVIN L GARLAND DDS	SACRAMENTO	95831		I					
7600 GREENHAVEN DR STE 7	CLEANERS EXPRESS	SACRAMENTO	95831	A	A					
4402 GREENHOLME DR	CABANA WELL #15	SACRAMENTO	95842						I	
2505 GRENNAN CT	RB FABRICATION	RANCHO CORDOVA	95742	A						
2540 GRENNAN CT STE C	SHIPWRECK MARINE INC	RANCHO CORDOVA	95742	A	A					
2540 GRENNAN CT STE F	JOHN DEERE LANDSCAPES BRANCH 304	RANCHO CORDOVA	95742	A						
2541 GRENNAN CT	ROOFING SUPPLY GROUP INC	RANCHO CORDOVA	95742	A						
2561 GRENNAN CT	MEE'S MOVING & STORAGE INC	RANCHO CORDOVA	95742	I	I					
14148 GROVE ST	MSA: GROVE STREET WELL (W108)	WALNUT GROVE	95690	A						
5501 GUTHRIE AVE	AT&T MOBILITY	NORTH HIGHLANDS	95660	I						
6602 GUTHRIE ST	VERIZON WIRELESS - DON JULIO	NORTH HIGHLANDS	95660	A						
6601 GUTHRIE WAY	HIGHLANDS ACADEMY OF ARTS & DESIC	NORTH HIGHLANDS	95660	A	A					
H ST/6TH ST H	PG & E ISLETON REGULATOR	ISLETON	95641	I						
561 HAGGIN AVE STE A	EUROMOTIVE	SACRAMENTO	95833	I	I					
561 HAGGIN AVE	GERMAN STAR MOTORS	SACRAMENTO	95833	I	I					
820 HALIDON WAY	BROADSTONE RACQUET CLUB	FOLSOM	95630	A						
10113 HAMPTON OAK DR	ELK GROVE WATER DISTRICT WELL #13	ELK GROVE	95624	A						
785 HANA ST 201	SCOTT A REIMAN DDS/MARVIN KOH DDS	FOLSOM	95630		I					
785 HANA WAY 101	KURT W THOMPSON DDS	FOLSOM	95630		I					
785 HANA WAY 103	GEORGE D CHEN JR DDS	FOLSOM	95630		I					
785 HANA WAY 104	J PATRICK DUNBAR DDS	FOLSOM	95630		I					
3780 HAPPY LN STE A	AUGUST SUPPLY INC	SACRAMENTO	95827	I						
3801 HAPPY LN	CALIFORNIA MOVING SYSTEMS	SACRAMENTO	95827	A	I					
3850 HAPPY LN	AIR SYSTEMS OF SACRAMENTO INC	SACRAMENTO	95827	A	A					
4070 HAPPY LN STE A	TEAM FISHEL	SACRAMENTO	95827		A					

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4070 HAPPY LN	SUNWORLD LANDSCAPE	SACRAMENTO	95827	A	A					
4071 HAPPY LN	CAPITOL IMPORTS AUTO DISMANTLING	SACRAMENTO	95827	A	A					
4075 HAPPY LN	CORDOVA TRUCK DISMANTLERS, INC	SACRAMENTO	95827	A	A					
4095 HAPPY LN	AREA 51	SACRAMENTO	95827	A	A		I			
9100 HARBOUR POINT DR	SHELL FACILITY #135256	ELK GROVE	95758-7414	A	A	A				2
9130 HARBOUR POINT DR	LAGUNA TIRE & WHEEL/GOODYEAR	ELK GROVE	95758	A	A					
9146 HARBOUR POINT DR	LAGUNA WEST CHEVRON	ELK GROVE	95758	A	A	A				3
9250 HARBOUR POINT DR	D53 LAGUNA WEST STORMDRAIN PUMP	ELK GROVE	95758	A	I				I	
9400 HARBOUR POINT DR	MSA: LAKESIDE WTP (WF02)	ELK GROVE	95758	A						
9590 HARBOUR POINT DR	LAKESIDE AM/PM #82356	ELK GROVE	95758	A	A	A				3
12606 HARDESTY LN	HARDESTY JAMES	GALT	95757	I						
4509 HARLIN DR	DIESEL DIRECT WEST	SACRAMENTO	95826	A	A					
4512 HARLIN DR STE 1	RCR COMPANIES	SACRAMENTO	95826	A	A					
4512 HARLIN DR STE A	MLI POWER	SACRAMENTO	95826	I						
4512 HARLIN DR STE A	MLI MOTORSPORTS	SACRAMENTO	95826	I	I					
4512 HARLIN DR	BAGATELOS ARCHITECTURAL GLASS SY	SACRAMENTO	95826	I						
4513 HARLIN DR	CAPITOL ELEVATOR CO, INC	SACRAMENTO	95826	A	A					
4521 HARLIN DR	VANDEMARK ENTERPRISES, INC	SACRAMENTO	95826	A	A					
4527 HARLIN DR	LE GRAND CONFECTIONARY INC	SACRAMENTO	95826	A						
4531 HARLIN DR	BUNTAIN CONSTRUCTION INC	SACRAMENTO	95826	I						
4541 HARLIN DR	APEX PEST CONTROL	SACRAMENTO	95826		I					
4545 HARLIN DR	TRI TEC MEDICAL & PHARMACY SVS	SACRAMENTO	95826		I					
HARRIS AVE/TALENT ST	AT&T MOBILITY HAGGIN OAKS (9685)	SACRAMENTO	95838	A						
199 HARRIS AVE STE 1	SIEMENS INDUSTRY, INC	SACRAMENTO	95838	A	A					
200 HARRIS AVE	F D THOMAS, INC	SACRAMENTO	95838	A	A					
201 HARRIS AVE STE 7	NETWORK DIRECT SOLUTIONS, INC/MLI	SACRAMENTO	95838	A	A					
210 HARRIS AVE STE 10	SONA MARKETING COMPANY	SACRAMENTO	95838	I						
210 HARRIS AVE STE 1	VOITH TURBO, INC	SACRAMENTO	95838	A	A					
230 HARRIS AVE 20	U S FILTER SACRAMENTO	SACRAMENTO	95838	I						
320 HARRIS AVE F	COMMUNITY MOBIL DIAGNOSTICS	SACRAMENTO	95838		I					
806 HARRIS AVE	SACRAMENTO CITY WELL #129	SACRAMENTO	95838	A					A	
2525 HARRIS AVE	WELLS SWEEPING COMPANY	SACRAMENTO	95838	A	A					
2549 HARRIS AVE	B & G DELIVERY SYSTEM, INC	SACRAMENTO	95838	A	A					
150 HARRIS ST	LEISURE SUPPLY	SACRAMENTO	95838	I						
2200 HARVARD ST	HILTON SACRAMENTO ARDEN WEST	SACRAMENTO	95815	A	A	A				1
2241 HARVARD ST	UNITED SERVICES AUTOMOBILE ASSN	SACRAMENTO	95815	I						
2360 HARVARD ST	MUNICIPAL MAINTENANCE EQUIPMENT,	SACRAMENTO	95815	A	A					
2411 HARVARD ST	DEALS ON WHEELS AUTO SALES	SACRAMENTO	95815	I	A					
2420 HARVARD ST	MCCOLLOCH'S RV REPAIR	SACRAMENTO	95815	I	I					
2430 HARVARD ST	JESMON ENTERPRISES, INC	SACRAMENTO	95815	A	A					
2445 HARVARD ST	KEN IMLER DIESEL PERFORMANCE	SACRAMENTO	95815	I	I					
9390 HARVEY RD	TONY MELLO	GALT	95632	I						
12605 HAUSCHILDT RD	DAN CAMPBELL	GALT	95632	I						

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1901 HAZEL AVE	CSUS AQUATIC CENTER	GOLD RIVER	95670	A	A					
4309 HAZEL AVE	HAZEL CLEANERS	FAIR OAKS	95628	A	A					
4363 HAZEL AVE, #6	HAZEL FAMILY DENTAL CARE	FAIR OAKS	95628		I					
4401 HAZEL AVE	REGULES CHIROPRACTIC	FAIR OAKS	95628		I					
4415 HAZEL AVE	KIDWELL'S GLASS	FAIR OAKS	95628			I				3
4820 HAZEL AVE	SUNRISE ASSISTED LIVING OF FAIR OAK	FAIR OAKS	95628	A						
4953 HAZEL AVE	SACRAMENTO METRO FIRE STATION 32	FAIR OAKS	95628	I						
5225 HAZEL AVE B	LESLIE'S SWIMMING POOL SUPPLIES	FAIR OAKS	95628	I						
5345 HAZEL AVE	RALEY'S AISLE 1 STORE #481	FAIR OAKS	95628	A	A	A				3
6047 HAZEL AVE, #1	G R JENISON DC	ORANGEVALE	95662		I					
6745 HAZEL AVE	ORANGEVALE RECREATION & PARKS	ORANGEVALE	95662	A	A					
6826 HAZEL AVE	ORANGEVALE COMMUNITY CENTER PAF	ORANGEVALE	95662	A						
7601 HEATHER RD	FAIR OAKS WATER DISTRICT - HEATHER	FAIR OAKS	95628	A						
4951 HEDGE AVE STE 5	EDEN SCAPES	SACRAMENTO	95826	I	I					
4951 HEDGE AVE 7	CREATIVE FOAM	SACRAMENTO	95826	I						
4951 HEDGE AVE	NEVERKOVEC	SACRAMENTO	95826	I	I					
4951 HEDGE AVE	DELTA GUNITE SOLANO INC	SACRAMENTO	95826	I						
4951 HEDGE AVE	ICB ENTERPRISES	SACRAMENTO	95826	I	I					
5117 HEDGE AVE	VERIZON WIRELESS - MATHER	SACRAMENTO	95829	A						
5117 HEDGE AVE	SACRAMENTO WATER TRUCK SERVICE	SACRAMENTO	95826	I	I					
5119 HEDGE AVE	DAN DEWALD INC	SACRAMENTO	95826	A	A					
5121 HEDGE AVE	VALLEY AGGREGATE TRANSPORT, INC	SACRAMENTO	95826	I	I					
5121 HEDGE AVE	TRANSPORTATION SERVICES, INC	SACRAMENTO	95826	A	A					
5880 HEDGE AVE	ALLFAM TOW INC	SACRAMENTO	95829	I	I					
6100 HEDGE AVE	TOM'S EQUIPMENT RENTAL	SACRAMENTO	95829-9340	A	A					
6415 HEDGE AVE	MIDWEST FOAM DESIGN	SACRAMENTO	95829	I	I					
6545 HEDGE AVE	STEVE'S ROCK 'N' READY MIX	SACRAMENTO	95829	A	A					
6851 HEDGE AVE	D ROEMER FARMS	SACRAMENTO	95829	I	I					
7000 HEDGE AVE	NORTH CAL HAULING COMPANY	SACRAMENTO	95829	I	I					
7050 HEDGE AVE LOT C	QUALITY CONSTRUCTION CLEANUP INC	SACRAMENTO	95829	A	A					
7050 HEDGE AVE LOT C	VEGAS CUSTOM IRON	SACRAMENTO	95829	I						
2867 HEINZ ST	CAMELLIA CITY SERVICES	SACRAMENTO	95826	I	I					
2900 HEINZ ST	SCHMITT CONSTRUCTION	SACRAMENTO	95826	A	A					
1755 HELENA AVE STE A	GLOBAL MACHINERY INV LTD	SACRAMENTO	95815	A	A	I				0
6005 HELVA LN	ALL STAR FINISH	CARMICHAEL	95608	I						
5555 HEMLOCK ST	CIRCLE K STORES #2701057	SACRAMENTO	95841	A	A	A				2
5639 HEMLOCK ST	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95841	I					I	
2481 HERITAGE PARK LN	THE CLUBHOUSE AT HERITAGE PARK	SACRAMENTO	95835	A						
2340 HERNANDO RD	SSW WELL 12	SACRAMENTO	95825	I						
12300 HERZOG RD	STOKES BROTHERS	COURTLAND	95242	I						
12596 HERZOG RD	LOHR RANKIN VINEYARDS	COURTLAND	95615	I						
625 H ST	CITY OF SACRAMENTO	SACRAMENTO	95814	I	I		I			
700 H ST	AT&T MOBILITY-OLD TOWN (9763)	SACRAMENTO	95814	A						

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				BP	WG	UST	AST	TIER	CalARP	
700 H ST	ISA: ADMINISTRATION BUILDING	SACRAMENTO	95814	A	A	A				1
1228 H ST	GRADY'S COPY SHOP	SACRAMENTO	95814		I					
1909 H ST	KATZ & KLEIN INC	SACRAMENTO	95811	I	I					
1926 H ST	CFG PHOTO LAB	SACRAMENTO	95811		I					
3700 H ST	MCKINLEY PARK CARE CENTER	SACRAMENTO	95816	A						
4202 H ST	FRITZ HAROLD DDS	SACRAMENTO	95819		I					
5520 H ST	EASTSAC BIKE & BOARD	SACRAMENTO	95819		I					
5541 H ST	CROWN CLEANERS	SACRAMENTO	95819	I	I					
5600 H ST STE 110	E SAC NATURAL CLEANERS	SACRAMENTO	95819	A	A					
5635 H ST 2	INFINITY PHOTOGRAPHICS	SACRAMENTO	95819		I			I		
5701 H ST	SACRAMENTO ANIMAL HOSPITAL	SACRAMENTO	95819		I					
5990 H ST	SACRAMENTO CITY FIRE STATION 8	SACRAMENTO	95819	A						
8007 HICKORY AVE	OTTO'S AUTOMOTIVE SERVICE	SACRAMENTO	95826	I	A					
9001 HIGH TECH CT	VERIZON WIRELESS - LAGUNA	ELK GROVE	95758	A						
9001 HIGH TECH CT	SPRINT NEXTEL CELL SITE CA0214	ELK GROVE	95758	A						
14180 HIGHWAY 160	WILCOX BROTHERS, INC	WALNUT GROVE	95690	A	A					
14340 HIGHWAY 160	SPRINT CELL SITE SF 33XC282	RYDE	95680	A						
14712 HIGHWAY 160	RIVERSIDE ELEVATORS	ISLETON	95641	A						
15476 HIGHWAY 160	VIEIRA'S RESORT, INC	ISLETON	95641	A	A					
16123 HIGHWAY 160	CHAVIER FARMING	ISLETON	95641	I	I					
17645 HIGHWAY 160	BRANNAN ISLAND STATE REC AREA	RIO VISTA	94571	A	I					
HIGHWAY 160	PG & E SHERMAN ISL DEHYDRATOR STA	RIO VISTA	94571	A	A					
HIGHWAY 160	NED TOWNE 17-1	ISLETON	95641	A	A					
5070 HILLSDALE BLVD	SCANDIA SPORTS	SACRAMENTO	95842		A	I				1
5222 HILLSDALE BLVD STE 5	HILLSDALE ANIMAL HOSPITAL	SACRAMENTO	95842		I					
5675 HILLSDALE BLVD 1	ACE SMOG & LUBE	SACRAMENTO	95842	I	I					
5731 HILLSDALE BLVD	LA SUPERIOR SUPERMERCADOS	SACRAMENTO	95842	I						
5739 HILLSDALE BLVD	HILLSDALE CLEANERS	SACRAMENTO	95842	A	A					
5751 HILLSDALE BLVD	ARCO #02164	SACRAMENTO	95842	A	A	A				5
12893 HOBDAWAY RD	VERIZON WIRELESS- CLAY STATION	HERALD	95638	A						
7310 HOME LEISURE PLZ STE 5	VISTA PAINT #42	SACRAMENTO	95823	I	I					
7310 HOME LEISURE PLZ	T-MOBILE WEST CORP (SCO6039A)	SACRAMENTO	95823	I						
7323 HOME LEISURE PLZ STE 15&16	CALIFORNIA PARTY TIME	SACRAMENTO	95823	I						
7343 HOME LEISURE PLZ	BROTHERS BOATS	SACRAMENTO	95823	A	A					
HONOR PKWY & REGENCY CIR	SUMP 13	SACRAMENTO	95835	A						
3307 HOOD FRANKLIN RD	AT&T MOBILITY-FRANKLIN (9723)	ELK GROVE	95757	A						
3307 HOOD FRANKLIN RD	VERIZON WIRELESS- HOOD FRANKLIN	HOOD	95639	A						
HOOD FRANKLIN RD	MSA: HOOD WELL SITE #2 (W20)	HOOD	95639	I					I	
127 HOPFIELD DR	BARGER CHIROPRACTIC	FOLSOM	95630		I					
9833 HORN RD, #A	EDWARD THOMPSON DDS	SACRAMENTO	95827		I					
9881 HORN RD D	BUCK HEARTH & HOME	SACRAMENTO	95827	I						
9888 HORN RD	DALTILE AND STONE - 184	SACRAMENTO	95827	A						
9891 HORN RD STE A	TILE 2 STONE DESIGNS	SACRAMENTO	95827	I						

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9891 HORN RD STE B	TSV PAINTING, INC	SACRAMENTO	95827	A	A					
9891 HORN RD STE D	CALIFORNIA TILE & GRANITE CORP.	SACRAMENTO	95827	I						
9901 HORN RD STE G	ELITE OPTICAL	SACRAMENTO	95827		A					
9910 HORN RD STE 2	NOR CAL LAMINATING SERVICE	SACRAMENTO	95827	I	I					
9921 HORN RD STE A	SIERRA TOOLS & ABRASIVE	SACRAMENTO	95827	I						
9925 HORN RD	SIERRA OFFICE SUPPLIES & PRINTING, I	SACRAMENTO	95827	A	A					
9926 HORN RD	WESTERN DESIGN TILE	SACRAMENTO	95827	I						
9931 HORN RD STE F	CORTOPASSI TILE & STONE INC	SACRAMENTO	95827	I						
9941 HORN RD D	BUCK HEARTH & HOME	SACRAMENTO	95827	I						
9941 HORN RD E	TILE OUTLET	SACRAMENTO	95827	I						
9950 HORN RD STE 5	SIERRA OFFICE SUPPLIES & PRINTING	SACRAMENTO	95827	A	A					
9970 HORN RD	CORTOPASSI TILE & STONE INC	SACRAMENTO	95827	I						
9975 HORN RD	PERFORMANCE WAREHOUSE COMPANY	SACRAMENTO	95827	A	A					
9980 HORN RD	SPECTRUM OF SACRAMENTO	SACRAMENTO	95827	A	A					
9980 HORN RD	E VILGENIUS	SACRAMENTO	95827	I						
7500 HOSPITAL DR	METHODIST HOSPITAL OF SACRAMENTC	SACRAMENTO	95823	A	A	I		I		1
7501 HOSPITAL DR 202	LAYNE R TAKEOKA DDS	SACRAMENTO	95823		I					
7501 HOSPITAL DR 302	RONALD L RASMUSSEN DDS	SACRAMENTO	95823		I					
7501 HOSPITAL DR 306	LAGUNA DENTAL OFFICE	SACRAMENTO	95823		I					
7600 HOSPITAL DR SUIT I	SACRAMENTO COMMUNITY HEALTH CEN	SACRAMENTO	95823		I					
7601 HOSPITAL DR STE 100	SACTO RADIOLOGY MEDICAL GROUP	SACRAMENTO	95823		I			I		
7601 HOSPITAL DR, #104B	SACRAMENTO ORAL SURGERY	SACRAMENTO	95823		I					
7601 HOSPITAL DR STE 201	ARTHUR J TANIMOTO DDS	SACRAMENTO	95823		I					
7601 HOSPITAL DR, #205	ROBERT J CHURCH DDS	SACRAMENTO	95823		I					
7601 HOSPITAL DR	METHODIST HOSPITAL - OUTPATIENT SL	SACRAMENTO	95823	A						
8118 HOSPITAL DR, #110	OCCUPATIONAL ORTHOPEDICS	SACRAMENTO	95823		I					
10535 HOSPITAL WAY	DEPT OF VETERAN'S AFFAIRS SAC MEDI	MATHER	95655	A	A					
400 HOWE AVE	CVS/PHARMACY #9322	SACRAMENTO	95825		A					
424 HOWE AVE	SAFEWAY #190 [HM]	SACRAMENTO	95825	I						
650 HOWE AVE 1000	WILLIAM M CARLSON DDS	SACRAMENTO	95825		I					
701 HOWE AVE, #34B	PETER LAURENDEAU DDS	SACRAMENTO	95825		I					
701 HOWE AVE F12	MARK M ENDO DDS	SACRAMENTO	95825		I					
730 HOWE AVE, #200	SMITH DENTAL INC	SACRAMENTO	95825		I					
823 HOWE AVE	SAVE ON CLEANERS	SACRAMENTO	95825	I	I					
911 HOWE AVE	STONEBROOK DENTAL	SACRAMENTO	95825		I					
950 HOWE AVE	T-MOBILE WEST CORP (SC06980A)	SACRAMENTO	95825	I						
1021 HOWE AVE	SRCSD: ARDEN SEW PUMP STN (N019)	SACRAMENTO	95825	A					I	
1266 HOWE AVE	HOWE & HURLEY FOOD MART	SACRAMENTO	95825	A	A	A				3
1301 HOWE AVE	HOWE SHELL #27	SACRAMENTO	95825	A	A	A				3
1514 HOWE AVE STE A	EU-TECH	SACRAMENTO	95825	I	I					
1516 HOWE AVE	MADE IN JAPAN/MADE IN AMERICA	SACRAMENTO	95825	A	A					
1535 HOWE AVE	HARROLD FORD	SACRAMENTO	95825	A	A					
1580 HOWE AVE	VALLEY ORTHODONTIC SPECIALISTS	SACRAMENTO	95825		I					

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				BP	WG	UST	AST	TIER	CalARP	
1750 HOWE AVE STE 102	AT&T MOBILITY - HOWE AVE (9672)	SACRAMENTO	95825	A						
1810 HOWE AVE	MERCEDES BENZ OF SACRAMENTO	SACRAMENTO	95825	A	A					
2000 HOWE AVE	HOME DEPOT #6966	SACRAMENTO	95825	A	A					
2020 HURLEY WAY 190	J R MCGINNIS DC	SACRAMENTO	95825		I					
2020 HURLEY WAY, #290	GARRET MADDERRA DDS	SACRAMENTO	95825		I					
2101 HURLEY WAY	SACRAMENTO METRO FIRE ADMINISTRA	SACRAMENTO	95825	A						
3033 HURLEY WAY	UNITED MARKET	SACRAMENTO	95864	I						
HWY 12/HWY 160	WILCOX 12	RIO VISTA	94571	I	I					
HWY 12/HWY 160	BIG BRANNAN COMPRESSOR STATION	RIO VISTA	94571	A						
HWY 12/JACKSON SLOUGH RD	RVGU13 WELL SITE	ISLETON	95641	I						
HWY 12/JACKSON SLOUGH RD	MIDLAND FEE #1 SWD	RIO VISTA	95641	I						
HWY 12/JACKSON SLOUGH RD	MIDLAND FEE #2	RIO VISTA	95641	I	I					
HWY 12/ST 160	RVGU 148 (STATE #5) WELL SITE	RIO VISTA	94571	I	I					
HWY 12/ST 160	RVGU 124 (COOK #6) WELL	ISLETON	95641	A	I					
HWY 12/ST 160	RVGU 215 WELL SITE	RIO VISTA	94571	I	I					
HWY 12/ST 160	WILCOX 10 WELL SITE	RIO VISTA	94571	A	I					
HWY 12/ST 160	RVGU 209 WELL SITE	ISLETON	95641	A	I					
HWY 12/ST 160	RVGU 198 WELL SITE	RIO VISTA	94571	A	I					
HWY 12/ST 160	RVGU 150 STATE #8 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 115 (WELCH #10) WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 214A WELL SITE	RIO VISTA	94571	A	I					
HWY 12/ST 160	RVGU 225 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 226 WELL SITE	RIO VISTA	94571	A	I					
HWY 12/ST 160	RVGU 239 WELL SITE	RIO VISTA	94571	A	I					
HWY 12/ST 160	RVGU 147 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 167 WILCOX #4 WELL SITE	RIO VISTA	94571	I	I					
HWY 12/ST 160	RVGU 169 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 94-3 & 155 WELL SITES	ISLETON	95641	A	I					
HWY 12/ST 160	RVGU 173 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 164 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	WELCH 16 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	WELCH 14 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 237 WELL SITE	RIO VISTA	94571	I						
HWY 12/ST 160	RVGU 163 WELL SITE	RIO VISTA	94571	A						
HWY 12/ST 160	RVGU 118 WELL SITE	RIO VISTA	94571	A						
HWY 12/ST160	RVGU 236 WELL SITE	RIO VISTA	94571	A	I					
HWY 12/STATE ROUTE 160	RVGU 145 (MIDLAND FEE 6) WELL SITE	RIO VISTA	94571	A	I					
HWY 12/STATE ROUTE 160	RVGU 222 (RIO VISTA STATE 11 & 20)	RIO VISTA	94571	A	I					
HWY 12/STATE ROUTE 160	RVGU 206 U & L TWITCHELL	RIO VISTA	94571	A						
HWY 16/VAN VLECK REC RD	RANCHO MURIETA CSD: VAN VLECK	SLOUGHHOUSE	95683						I	
HWY 160 (SO OF HWY 12)	DUPLICATE - SEE FA0015476	RIO VISTA	94571	I						
HWY 160/BRANNAN ISLAND RD	P G & E - RECLAMATION BOARD #8 ODOF	RIO VISTA	94571	A						
HWY 160/BRANNAN ISLAND RD STE B	PG&E RECLAMATION BOARD #7 & #8	ISLETON	94571	A	A					

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HWY 160/HORSESHOE BEND	LODI 2 COMPRESSOR STATION SITE	RIO VISTA	94571	I						
HWY 160/HWY 12	WELCH 15 WELL SITE	RIO VISTA	95670	I						
HWY 160/HWY 220	CAL-BART ORCHARDS	RYDE	95680	I						
HWY 160/HWY12	RVGU 231 WELL SITE	RIO VISTA	94571	A	I					
10405 HWY 160	DAVID J ELLIOT & SON	HOOD	95639	I						
11035 HWY 160	CAL-BART ORCHARDS	HOOD	95639	I						
11275 HWY 160	GREENE AND HEMLY, INC	COURTLAND	95615	A	A				A	
112860 HWY 160	DAVID J ELLIOT & SON	WALNUT GROVE	95690	I						
11933 HWY 160	SMITH FAMILY RANCH	COURTLAND	95615	I						
12017 HWY 160	DELTA PROPANE	COURTLAND	95615	I						
12019 HWY 160	COURTLAND TRUCK WORKS	COURTLAND	95615	A	A					
12210 HWY 160	DAVID J ELLIOT & SON	COURTLAND	95615	I						
12610 HWY 160	KAY DIX RANCH CO II	WALNUT GROVE	95690	I						
12960 HWY 160	KAY DIX RANCH CO II	WALNUT GROVE	95690	I						
13376 HWY 160	KAY DIX RANCH CO II	WALNUT GROVE	95690	I	I					
14090 HWY 160	DECKHAND'S MARINE SUPPLY	WALNUT GROVE	95690	A	A					
14176 HWY 160	MORRIS MOTORS	WALNUT GROVE	95690	A	A					
14258 HWY 160	JIM SHANKS RANCH	WALNUT GROVE	95690	I						
14686 HWY 160	CAL-BART ORCHARDS	WALNUT GROVE	95690	I						
18419 HWY 160	RECLAMATION DISTRICT #341	RIO VISTA	94571	A	A					
18833 HWY 160	DK AG	RIO VISTA	94571	I						
HWY 160	PG & E LODI GAS SHERMAN ISLAND MET	RIO VISTA	94571	A						
HWY 160	CAL-BART ORCHARDS	HOOD	95639	I						
HWY 160	KAY DIX RANCH CO II	RYDE	95680	I						
12960 HWY 160 HWY	PACIFIC FRUIT FARMS	WALNUT GROVE	95690	I	I					
13760 HWY 160 HWY	FOX/LEE ORCHARD	WALNUT GROVE	95690	I						
14190 HWY 160 HWY	EDWARD GIOVANNONI	WALNUT GROVE	95690	I						
701 HWY 220 W OF RYDE	PG & E GRAND ISLAND SUBSTATION	RYDE	95680	A						
HWY 50/AEROJET RD	AMPAC FINE CHEMICALS, LLC	RANCHO CORDOVA	95670	A	A				A	
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A					
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A				A	
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A				I	
HWY 50/AEROJET RD	AEROJET - AREAS 30 & 31 & 32	RANCHO CORDOVA	95670	A	A					
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A					
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A					
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A					
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A				A	
HWY 50/AEROJET RD	AEROJET MISSILE AND SPACE PROPULS	RANCHO CORDOVA	95670	A	A					
11455 HYDRAULIC DR	SCRIBNER ENGINEERING, INC	RANCHO CORDOVA	95742	A	I					
111 I ST	CA STATE RAILROAD MUSEUM	SACRAMENTO	95814	I						
401 I ST	UNION PACIFIC	SACRAMENTO	95814	I	I					
501 I ST	ROBERT T. MATSUI US COURTHOUSE	SACRAMENTO	95814	A	I					
600 I ST	RIVERVIEW PLAZA	SACRAMENTO	95814	A		A				1

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651 I ST	MAIN JAIL	SACRAMENTO	95814	A	A	A				1
651 I ST	COUNTY OF SACRAMENTO - OCIT	SACRAMENTO	95814	A						
801 I ST STE 121	US FEDERAL BLDG & US POST OFFICE	SACRAMENTO	95814	A	I					
828 I ST	SACRAMENTO PUBLIC LIBRARY	SACRAMENTO	95814	A	I	A				1
915 I ST	SACRAMENTO CITY HALL	SACRAMENTO	95814	A	I					
1000 I ST	WATERFALL PARKING GARAGE	SACRAMENTO	95814	A	I					
1001 I ST STE 100	JOE SERNA JR CAL EPA BLDG	SACRAMENTO	95814	A	A	A				1
1121 I ST	GOODYEAR AUTO SERVICE CENTER #85	SACRAMENTO	95814	A	A					
1129 I ST	PRINT PLACE	SACRAMENTO	95814		I					
1200 I ST	MADE IN JAPAN/MADE IN AMERICA	SACRAMENTO	95814	A	A					
1229 I ST	SACRAMENTO CITY FIRE STATION 2	SACRAMENTO	95814	A						
1300 I ST	STATE OF CALIFORNIA ATTORNEY GENE	SACRAMENTO	95814	A	A					
1431 I ST	A B & M	SACRAMENTO	95814	I	I					
1616 I ST	CARON'S SERVICE CENTER	SACRAMENTO	95814	I	I					
1715 I ST	BIKER'S DREAM	SACRAMENTO	95811	I	I					
1815 I ST	CAPITOL ACE HARDWARE	SACRAMENTO	95811	I						
2020 I ST	SIRLIN PHOTOGRAPHERS	SACRAMENTO	95811		I			I		
3451 I ST 104	WEST COAST CONVEYOR & EQUIPMENT	NORTH HIGHLANDS	95660	I						
3451 I ST STE 110	RPS AUTO REPAIR	NORTH HIGHLANDS	95660	I	A					
3451 I ST 18	GIBBONS AUTO & MARINE	NORTH HIGHLANDS	95660		I					
3451 I ST 26	TARS AUTO REPAIR	NORTH HIGHLANDS	95660		I					
3451 I ST STE 28	LUPE'S AUTOMOTIVE SERVICES	NORTH HIGHLANDS	95660	A	A					
3451 I ST STE 32	A V AUTO BODY	NORTH HIGHLANDS	95660		I					
3451 I ST STE 35	RAMOS AUTO SHOP	NORTH HIGHLANDS	95660	A	A					
3451 I ST 41	AUTO BODY REPAIR	NORTH HIGHLANDS	95660	I						
3451 I ST 42	BOS CABINETS	NORTH HIGHLANDS	95660		A					
3451 I ST STE 45	MAY AUTO REPAIR	NORTH HIGHLANDS	95660	I	I					
3451 I ST STE 84	P A D AUTO	NORTH HIGHLANDS	95660	I	A					
3451 I ST STE 85	SHASA AUTO BODY	NORTH HIGHLANDS	95660		I					
3451 I ST STE 89	SASHA AUTO BODY	NORTH HIGHLANDS	95660	I	A					
3451 I ST STE 94	CAL STAR SMOG, INC	NORTH HIGHLANDS	95660	I						
3451 I ST STE 95	LUXURY AUTO REPAIR	NORTH HIGHLANDS	95660		I					
3451 I ST STE 96	VM AUTO CARE	NORTH HIGHLANDS	95660		I					
6133 ILLINOIS AVE	SCOTTY'S AUTOMOTIVE, INC	ORANGEVALE	95662	A	A					
521 INDIANA AVE STE A	MY EURO CARE, INC	SACRAMENTO	95833	A	A					
521 INDIANA AVE	SCOTT'S AUTO CARE & SALES	SACRAMENTO	95833		I					
521 INDIANA AVE	AAA WELDING	SACRAMENTO	95833		I					
521 INDIANA AVE STE F	DENNIS LESEA PAINT & BODY	SACRAMENTO	95833	A	A					
60 INDUSTRIAL CT	PEAK MANUFACTURING	GALT	95632	A						
98 INDUSTRIAL CT	AIR PRODUCTS & CHEMICALS, INC	GALT	95632	A	A	A				1
455 INDUSTRIAL DR	CITY OF GALT POLICE DEPT	GALT	95632	A						
495 INDUSTRIAL DR	CITY OF GALT PUBLIC WORKS DIV	GALT	95632	A	A					
545 INDUSTRIAL DR STE 125	BRIAN'S AUTOMOTIVE	GALT	95632		A					

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				BP	WG	UST	AST	TIER	CalARP	
550 INDUSTRIAL DR STE 100	CARSON'S COATINGS	GALT	95632	A	I					
680 INDUSTRIAL DR	CARDINAL CG	GALT	95632	A	A					
8120 INDUSTRIAL PKWY	DELTA AUTOMOTIVE	SACRAMENTO	95824	I	I					
8121 INDUSTRIAL PKWY STE 7	LOUIS A/C SALVAGE	SACRAMENTO	95824	I	I					
8121 INDUSTRIAL PKWY	LOUIS AC SALVAGE	SACRAMENTO	95824		I					
8130 INDUSTRIAL PKWY	ADVANCE AUTO BODY & PAINT	SACRAMENTO	95824		A					
8140 INDUSTRIAL PKWY STE 1	AURORA NEON	SACRAMENTO	95824	I						
8140 INDUSTRIAL PKWY STE 8	NORTHERN TECHNOLOGY AND TESTING	SACRAMENTO	95824	A	A					
8160 INDUSTRIAL PKWY	THUNDERBIRD FOREST PRODUCTS	SACRAMENTO	95824	A	A					
460 INDUSTRIAL WAY	COMBS CHEMICAL (AQUA BLUE)	GALT	95632	I						
3880 INNOVATOR DR	CALIFORNIA FAMILY FITNESS	SACRAMENTO	95834	A						
10610 INTERNATIONAL DR	GOLDEN STATE WATER CO - MATHER W	RANCHO CORDOVA	95670	A					I	
10725 INTERNATIONAL DR	KAISER PERMANENTE	RANCHO CORDOVA	95670	A	A					
10730 INTERNATIONAL DR	VERIZON WIRELESS - RANCHO CORDOV	RANCHO CORDOVA	95670	A						
10734 INTERNATIONAL DR BLDG A	VERIZON WIRELESS - CALL CENTER CEL	RANCHO CORDOVA	95670	A						
10734 INTERNATIONAL DR BLDG A	VERIZON WIRELESS - RANCHO CORDOV	RANCHO CORDOVA	95670	A						
10845 INTERNATIONAL DR	VISION SERVICE PLAN (VSP)	RANCHO CORDOVA	95670	A						
11155 INTERNATIONAL DR BLDG B	DELTA DENTAL PLAN OF CALIFORNIA	RANCHO CORDOVA	95670	A						
10424 INVESTMENT CIR A	MICHAEL KOBAN DC	RANCHO CORDOVA	95670		I					
7350 IONE RD	PYRO SPECTACULARS NORTH, INC	SLOUGHHOUSE	95683	A						
8955 IONE RD	SCHNEIDER-BROWN RANCH LLC	SLOUGHHOUSE	95683	I	I					
IONE RD	ACTION PAINTBALL GAMES	RANCHO MURIETA	95683	A						
1750 IRIS AVE STE B	GENERAL AUTO REPAIRS	SACRAMENTO	95815	A	A					
1750 IRIS AVE	AMERICAN CONEX STORAGE CONTAINERS	SACRAMENTO	95815	I						
80 IRON POINT CIR STE 200	BENEFIT & RISK MANAGEMENT SERVICE	FOLSOM	95630	A						
145 IRON POINT RD	OLSON FAMILY PRACTICE	FOLSOM	95630		I					
191 IRON POINT RD	CRLLC/76 #5754	FOLSOM	95630	A	A	A				3
291 IRON POINT RD	FOLSOM LAKE YAMAHA	FOLSOM	95630	I	I					
321 IRON POINT RD	PET VETS OF FOLSOM	FOLSOM	95630		I					
1180 IRON POINT RD STE 300	CALPINE INC	FOLSOM	95630	I						
1855 IRON POINT RD	IRON POINT SEWAGE PUMPING STATION	FOLSOM	95630	A						
2099 IRON POINT RD	AT&T MOBILITY-BROADSTONE #28371	FOLSOM	95630	I						
2155 IRON POINT RD	KAISER PERMANENTE	FOLSOM	95630		A					
2235 IRON POINT RD	MICRON, INC	FOLSOM	95630	A	A		I			
2295 IRON POINT RD STE 200	WASTE CONNECTIONS, INC	FOLSOM	95630-8767	A						
2385 IRON POINT RD	BED BATH & BEYOND #1139	FOLSOM	95630	I	A					
2495 IRON POINT RD STE 11	SAM'S CLUB #6620	FOLSOM	95630	I	I					
2495 IRON POINT RD STE 11	SAM'S CLUB #6620	FOLSOM	95630	A	A	A				3
10099 IRON ROCK WAY	WESTERN SUPPLY, INC	ELK GROVE	95624	A						
10103 IRON ROCK WAY	HUFT HEATING & AIR CONDITIONING INC	ELK GROVE	95624	A						
10107 IRON ROCK WAY	ALL WEATHER AIR COMFORT INC	ELK GROVE	95624	I						
10115 IRON ROCK WAY, #4	GATX LOGISTICS	ELK GROVE	95624	I	I					
10115 IRON ROCK WAY STE A	BIMBO BAKERIES USA	ELK GROVE	95624	A	A					

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10119 IRON ROCK WAY	ELK GROVE TIRE & BRAKE	ELK GROVE	95624		I					
10131 IRON ROCK WAY	JENKINS BEVERAGE, INC	ELK GROVE	95624	A						
10143 IRON ROCK WAY	COOKS COLLISION OF ELK GROVE	ELK GROVE	95624	A	A					
10148 IRON ROCK WAY STE C	PREMIER AUTO BODY OF ELK GROVE	ELK GROVE	95624	I	A					
10149 IRON ROCK WAY	EL & EL WOOD PRODUCTS, NO CAL	ELK GROVE	95624	A						
10175 IRON ROCK WAY	APPLE COMPUTER INC	ELK GROVE	95624	I	I					
10250 IRON ROCK WAY STE 200	MV TRANSPORTATION DIVISION 92	ELK GROVE	95624	A	A					
10271 IRON ROCK WAY STE 100	ADVANCED AUTOMOTIVE SERVICES	ELK GROVE	95624	I	I					
10278 IRON ROCK WAY	TUDOR CONSTRUCTION & RESTORATIOI	ELK GROVE	95624	I	I					
10278 IRON ROCK WAY	TUDOR CONSTRUCTION & RESTORATIOI	ELK GROVE	95624	I	I					
10288 IRON ROCK WAY	ELK GROVE POWER EQUIPMENT	ELK GROVE	95624	A	A					
13995 ISLAND VIEW WAY	CA AMERICAN WATER - WAL GR 3	WALNUT GROVE	95690	A					I	
13783 ISLETON RD	J T MCCORMACK INC	WALNUT GROVE	95690	I						
14174 ISLETON RD	KO-KET RESORT	ISLETON	95641	A						
14205 ISLETON RD	KOKET RANCH	WALNUT GROVE	95690	I	I					
15631 ISLETON RD	CAPITOL D3 MASTER METER	ISLETON	95641	I						
15725 ISLETON RD	GARDINER RANCH	ISLETON	95641	I	I					
16097 ISLETON RD	H. DENIS VAN DE MAELE	ISLETON	95641	I						
ISLETON RD	NORTH ISLETON 30-1	ISLETON	95641	I	I					
11755 IVIE RD	ARCOHE UNION SCHOOL [HM]	HERALD	95638	A	A					
12746 IVIE RD	HERALD FIRE PROTECTION DISTRICT	HERALD	95638	A						
9381 JACKSON RD A	JAMES M SOARES TRUCKING INC	SACRAMENTO	95826	I	I					
17201 JACKSON SLOUGH RD	ROLAND PAOLINELLI FARMS	ISLETON	95641	I						
JACKSON/MEISS	DAVIS RANCH	SLOUGHHOUSE	95683	I						
JACKSON BLVD	GARDINER MASTER METER	ISLETON	95641	A						
13076 JACKSON HWY	REDI GREEN	SLOUGHHOUSE	95683	I						
13501 JACKSON HWY	DAVIS RANCH L.L.C	SLOUGHHOUSE	95683	I	I					
15731 JACKSON HWY	VERIZON WIRELESS- RANCHO MURIETA	RANCHO MURIETA	95683	A						
8310 JACKSON RD	NEVADA CEMENT COMPANY	SACRAMENTO	95826	A						
8328 JACKSON RD	KYLE'S ROCK & REDI-MIX INC	SACRAMENTO	95826	I	I					
8395 JACKSON RD STE A	PANATTONI CONSTRUCTION INC	SACRAMENTO	95826	I	I					
8501 JACKSON RD	GREEN ACRES NURSERY & SUPPLY	SACRAMENTO	95826	A						
8710 JACKSON RD	WASTE REMOVAL & RECYCLING, INC	SACRAMENTO	95826	A	A					
8770 JACKSON RD STE A	YAMAGATA LANDSCAPE & MAINTENANC	SACRAMENTO	95826	A	I					
8770 JACKSON RD STE B	ICHIBAN LANDSCAPE MAINTENANCE	SACRAMENTO	95826	A	A					
8780 JACKSON RD	NEXTEL CELL SITE CA 0530	SACRAMENTO	95826	A						
8780 JACKSON RD	CLARK-CADMAN, INC	SACRAMENTO	95826	A	I					
8780 JACKSON RD	AMERICAN TOWER CORP SITE 301114	SACRAMENTO	95826	I						
8888 JACKSON RD	MATSUDA'S - AREA 2	SACRAMENTO	95826	I						
9144 JACKSON RD 7A	A ABSOLUTE TOWING	SACRAMENTO	95826	I	I					
9144 JACKSON RD STE A	CWS PAINTING	SACRAMENTO	95826	I						
9144 JACKSON RD STE F	SAMSON AUTO REPAIR	SACRAMENTO	95826	I	I					
9144 JACKSON RD STE G	SUPER AUTO BODY	SACRAMENTO	95826		A					

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9156 JACKSON RD STE B	CUSTOM CURBS	SACRAMENTO	95826	I						
9190 JACKSON RD	SUNWORLD LANDSCAPE	SACRAMENTO	95826	I	I					
9297 JACKSON RD	AT&T MOBILITY-ROSEMONT (9730)	SACRAMENTO	95826	A						
9297 JACKSON RD	SILVERADO BUILDING MATERIALS	SACRAMENTO	95826	A	A					
9330 JACKSON RD	ASC TRUCK SERVICE	SACRAMENTO	95826	I	I					
9349 JACKSON RD	ADVANCE DISPOSAL INC	SACRAMENTO	95826		I					
9350 JACKSON RD	CAPITOL SAND & GRAVEL CO	SACRAMENTO	95826	A	A					
9351 JACKSON RD	RIVER CITY WASTE RECYCLERS	SACRAMENTO	95826	I	I					
9353 JACKSON RD	ROTEX TRANSPORTATION INC	SACRAMENTO	95826	A	A					
9353 JACKSON RD	WATERWORKS AQUATIC MGMT, INC	SACRAMENTO	95826	A	I					
9353 JACKSON RD	RUSSO BROTHERS TRANSPORT INC	SACRAMENTO	95826	I	I					
9353 JACKSON RD	ON SITE CONCRETE, INC	SACRAMENTO	95826	A	I					
9381 JACKSON RD STE B	PREMIER POOLS & SPAS, INC	SACRAMENTO	95826	A	A					
9381 JACKSON RD	MCDANIELS TRUCKING	SACRAMENTO	95826	I	I					
9395 JACKSON RD	ACTION METAL FABRICATORS INC.	SACRAMENTO	95826	A	I					
9400 JACKSON RD	NOR-CAL EQUIPMENT RENTALS	SACRAMENTO	95826	A	A					
9425 JACKSON RD	CORDOVA GOLF COURSE	SACRAMENTO	95826	A	A	I				2
9497 JACKSON RD	WALSH STATION AUTO SERVICE	SACRAMENTO	95826	A	A		I			
9510 JACKSON RD	MABEY BRIDGE & SHORE, INC	SACRAMENTO	95827	A						
9656 JACKSON RD	SUNBELT RENTALS	SACRAMENTO	95827	I	I	I				0
9700 JACKSON RD	FLYING V - FILLING STATION	SACRAMENTO	95827	A	A	A				3
9701 JACKSON RD	HONEST ENGINE INC	SACRAMENTO	95827	I	I					
9701 JACKSON RD	JACKSON SHELL	SACRAMENTO	95827	A	A	A				3
9787 JACKSON RD	TRUCK TRAILER MOBILE SERVICE	SACRAMENTO	95827	A	A					
9880 JACKSON RD	SLAVIC MISSIONARY CHURCH, INC	SACRAMENTO	95827	A	A					
10221 JACKSON RD	WILSON - CAMELLIA MEMORIAL LAWN	SACRAMENTO	95827	A	A					
12141 JACKSON RD	THE DOCTORS INN	SLOUGHHOUSE	95683		I					
13147 JACKSON RD	DAIRYLAND SEED	SLOUGHHOUSE	95683	I	I					
13265 JACKSON RD	SIGNOROTTI HOP RANCH	SLOUGHHOUSE	95683	I						
14300 JACKSON RD	ANDERSON RANCH	RANCHO MURIETA	95683	I						
15024 JACKSON RD	JARED SCHNEIDER	SLOUGHHOUSE	95683	I						
15160 JACKSON RD	RANCHO MURIETA CSD: WATER PLNT	SLOUGHHOUSE	95683	A					A	
15160 JACKSON RD	RANCHO MURIETA CSD WWRP	SLOUGHHOUSE	95683	A	A	I			A	1
15731 JACKSON RD	AT&T MOBILITY- RANCHO MURIETTA (97	SLOUGHHOUSE	95683	A						
15731 JACKSON RD	COUNTY OF SACRAMENTO	RANCHO MURIETA	95683	A						
JACKSON RD	OPRG ENGS LOCAL 3-TRAINING CTR	RANCHO MURIETA	95683	A	A					
5301 JACKSON ST	AT&T MOBILITY-MADISON (9734)	NORTH HIGHLANDS	95660	A						
5311 JACKSON ST STE B	SIERRA CUSTOM IRON WORKS	NORTH HIGHLANDS	95660	I	I					
5311 JACKSON ST	SECURITY CONTRACTOR SERVICES, INC	NORTH HIGHLANDS	95660	A	A					
2818 JAMES WAY	MCCLELLAN AIRFIELD	MCCLELLAN	95652	A						
301 JEFFERSON AVE	SACRAMENTO CITY WELL #151	SACRAMENTO	95833						I	
500 JESSIE AVE	NORWOOD PINES ALZHEIMERS CNTR-LF	SACRAMENTO	95838	A						
4300 JETWAY CT	HERITAGE ONE DOOR & BUILDING SOLU	NORTH HIGHLANDS	95660	A	A	I				1

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4301 JETWAY CT	SCAFCO CORPORATION	NORTH HIGHLANDS	95660	A	I	A				1
4348 JETWAY CT A	J D MURRAY SHEET METAL INC	NORTH HIGHLANDS	95660	I						
4363 JETWAY CT	RRS INDUSTRIES	NORTH HIGHLANDS	95660	I						
4365 JETWAY CT	GEARY PACIFIC SUPPLY	NORTH HIGHLANDS	95660	A						
225 N JIBBOOM ST	SHELL FACILITY #135857	SACRAMENTO	95811	A	A	A				2
222 JIBBOOM ST	RIVERMART	SACRAMENTO	95811	A	A	A				3
501 JIBBOOM ST	CA STATE RAILROAD MUSEUM UNIT SHC	SACRAMENTO	95814	A	A					
127 J ST	FLASH 1 HR PHOTO	SACRAMENTO	95814		I					
300 J ST	HOLIDAY INN CAPITOL PLAZA	SACRAMENTO	95814	A						
428 J ST	TRAVELER'S CENTER	SACRAMENTO	95814	I		I				
501 J ST 100	ALPHA GRAPHICS	SACRAMENTO	95814		I					
501 J ST	SUTTER PRINTING	SACRAMENTO	95814		I					
560 J ST 170-B	STATE OF CA DEPT OF FOOD AND AG	SACRAMENTO	95814	I	I					
660 J ST STE 150	LEVEL (3) COMMUNICATIONS - SCRMCA/	SACRAMENTO	95814	I						
660 J ST 150	DUPLICATE - SEE FA0014571	SACRAMENTO	95814	I						
707 J ST	H WESLEY YEE DDS	SACRAMENTO	95814		I					
800 J ST	PLAZA LOFTS	SACRAMENTO	95814			I				1
1024 J ST	ARBOR PRESS	SACRAMENTO	95814		I					
1125 J ST	JOHANSEN PHOTOGRAPHY	SACRAMENTO	95814		I					
1201 J ST	CALIFORNIA MEDICAL ASSOC	SACRAMENTO	95814			I				1
1225 J ST	T C PRINTING	SACRAMENTO	95814		I					
1230 J ST	SHERATON GRAND HOTEL SACRAMENT	SACRAMENTO	95814	A	I					
1303 J ST 300& 700	LEVEL (3) COMMUNICATIONS, LLC	SACRAMENTO	95814	A						
1325 J ST STE 100	1325 J ST, LLC	SACRAMENTO	95814	A	A	A				1
1407 J ST STE 100	PAC BELL TELEPHONE CO - AT&T CALIF	SACRAMENTO	95814	A	A	A				3
1407 J ST	AT & T MOBILITY - SAC MSC (33646)	SACRAMENTO	95814	I						
1421 J ST	AT & T CORP	SACRAMENTO	95814	A						
1423 J ST 2ND FL	AT & T MOBILITY - SAC MSC	SACRAMENTO	95814	A						
1515 J ST	MEMORIAL AUDITORIUM	SACRAMENTO	95814	A						
1530 J ST 150	MIKUNI JAPANESE RESTAURANT & SUS	SACRAMENTO	95814	I	I					
1616 J ST	LITHOGRAPHICS	SACRAMENTO	95814		I			I		
1617 J ST	JAPANESE IMPORTS	SACRAMENTO	95814	A	A					
1713 J ST	T-MOBILE WEST CORP (SC060094)	SACRAMENTO	95814	I						
1801 J ST	SIERRA RESEARCH INC	SACRAMENTO	95811	I						
2011 J ST	WESSLER BODY & PAINT SHOP	SACRAMENTO	95811		I					
2100 J ST	VERIZON WIRELESS - 21ST & J STREET	SACRAMENTO	95816	A						
2127 J ST	MIDTOWN PHOTO	SACRAMENTO	95816		I					
2200 J ST 107	RITZ CAMERAS	SACRAMENTO	95816		I			I		
2201 J ST	WOODARD-FICETTI CLEANERS & DRYER	SACRAMENTO	95816	A	A					
2321 J ST	JAY STREET AUTOMOTIVE	SACRAMENTO	95816	I	I					
2413 J ST	CUILLA BROTHERS BODY SHOP INC	SACRAMENTO	95816	A	A					
2413 J ST	HOWARD'S JAY STREET AUTO	SACRAMENTO	95816	I	I					
2420 J ST	DIAGNOSTIC PATHOLOGY MEDICAL GRC	SACRAMENTO	95816	I	I			I		

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2619 J ST	PAMELA DITOMASSO DMD	SACRAMENTO	95816		I					
2825 J ST	UCD HEALTH SYSTEMS	SACRAMENTO	95816		I					
2831 J ST	TERRY ADAIR DDS	SACRAMENTO	95816		I					
2838 J ST	J STREET AM/PM	SACRAMENTO	95816	A	A	A				3
3230 J ST	AT&T MOBILITY-ALHAMBRA (9687)	SACRAMENTO	95816	A						
3655 J ST	SHABBY SHACK	SACRAMENTO	95816		I			I		
3701 J ST STE 200	THOMAS W FONG DDS	SACRAMENTO	95816		I					
4001 J ST	MERCY GENERAL HOSPITAL	SACRAMENTO	95819	A	A	A		I		2
4001 J ST	MERCY RADIATION ONCOLOGY CTR	SACRAMENTO	95819		I			I		
4751 J ST	CAPITAL CITY CLEANERS	SACRAMENTO	95819		I					
4801 J ST, #D	MAYO K JACK DDS	SACRAMENTO	95819		I					
4830 J ST	RITE AID	SACRAMENTO	95819	I	A					
5600 J ST	ARCHIE'S HARDWARE & GIFTS	SACRAMENTO	95819	I						
5700 J ST, #B	RALPH J ISOLA DDS	SACRAMENTO	95819		I					
6000 J ST STE 2012	UNITED STATES GEOLOGICAL SURVEY	SACRAMENTO	95819	A	A					
6000 J ST	CSUS CORP YARD	SACRAMENTO	95819	A	A	A				1
6000 J ST	CSUS SCIENCE	SACRAMENTO	95819	A	A					
6000 J ST	CSUS GENERAL FACILITIES	SACRAMENTO	95819-6145	A	A					
6000 J ST	AT & T MOBILITY - SAC STATE (38008)	SACRAMENTO	95819	I						
6000 J ST	CSUS - HOUSING & RESIDENTIAL LIFE	SACRAMENTO	95819	A	I					
6000 J ST	VERIZON WIRELESS - HORNET	SACRAMENTO	95819	A						
1001 JOELLIS WAY	CEMEX CONSTRUCTION MATERIALS PAC	SACRAMENTO	95815	A						
1020 JOELLIS WAY	MCKENRY DRAPERY SERVICE, INC	SACRAMENTO	95815	A	A			I		
1025 JOELLIS WAY	OZARK TRUCKING INC	SACRAMENTO	95815	I	I					
1111 JOELLIS WAY	ELLIS & ELLIS SIGN SYSTEMS	SACRAMENTO	95815	A	A					
1122 JOELLIS WAY	HD SUPPLY WATERWORKS	SACRAMENTO	95815	I						
1495 JULIESSE AVE	SACRAMENTO CITY WELL #122	SACRAMENTO	95815	A					A	
1552 JULIESSE AVE STE A	INDUSTRIAL BATTERY SERVICES, INC	SACRAMENTO	95815	A	A					
1552 JULIESSE AVE C	NORCAL TRANSMISSION	SACRAMENTO	95815		I					
1552 JULIESSE AVE STE D	NORCAL TRANSMISSION	SACRAMENTO	95815	A	A					
1552 JULIESSE AVE STE F	MAXI SPECIALTY MACHINE	SACRAMENTO	95815	I	I					
1554 JULIESSE AVE STE A	WESTEC WELDING REPAIR	SACRAMENTO	95815		I					
1558 JULIESSE AVE STE M	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95815	A	A					
1558 JULIESSE AVE STE O	CUSTOM ENTERTAINMENT CENTERS	SACRAMENTO	95815		I					
1560 JULIESSE AVE STE A	LES A & A AUTOMOTIVE	SACRAMENTO	95815	A	A					
1560 JULIESSE AVE STE C&D	MADSON PLASTERING	SACRAMENTO	95815	I						
1560 JULIESSE AVE STE G	MAXI SPECIALTY MACHINE	SACRAMENTO	95815	I						
1562 JULIESSE AVE M	APEX ENGINES & FABRICATION	SACRAMENTO	95815		I					
1590 JULIESSE AVE	SBC-PACIFIC BELL (UB-645)	SACRAMENTO	95815	I	I	I				1
1607 JULIESSE AVE C	PETE'S MARINE ENGINES	SACRAMENTO	95815		I					
1641 JULIESSE AVE STE A	VOSTOK MOTORS INC	SACRAMENTO	95815		A					
3301 JULLIARD DR	CITY OF SACRAMENTO, FIRE STATION 6	SACRAMENTO	95826	A						
3309 JULLIARD DR	ALOHA CLEANERS	SACRAMENTO	95826	I	I					

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3313 JULLIARD DR, #D	RODNEY D SCHELL DC	SACRAMENTO	95826		I					
3317 JULLIARD DR STE B	PACIFIC HEAT & AIR, INC	SACRAMENTO	95826	A	I					
3319 JULLIARD DR STE B	COOL RUNNINGS AUTOMOTIVE	SACRAMENTO	95826	A	A					
2600 JUNIPER LN A	SACRAMENTO CARBURETOR/ELECTRIC	SACRAMENTO	95825	I	I					
2600 JUNIPER LN	ELIE'S FOREIGN & DOMESTIC AUTO	SACRAMENTO	95825	A	A					
2629 JUNIPER LN	MARTY VANICH AUTOMOTIVE REPAIR IN	SACRAMENTO	95825	A	A					
2629 JUNIPER LN	VERIZON WIRELESS - ALTA ARDEN	SACRAMENTO	95825	A						
2634 JUNIPER LN	CAR CARE CENTER	SACRAMENTO	95825	A	A					
8110 JUNIPERO ST	CLARK-CADMAN INC	SACRAMENTO	95828	I	I					
8122 JUNIPERO ST STE A	NOR CAL CUSTOMZ	SACRAMENTO	95828		I					
8124 JUNIPERO ST STE A	HIT 'EM HYDRAULICS	SACRAMENTO	95828	I	I					
8124 JUNIPERO ST STE B	BAD BOYS CUSTOM PAINT & BODY	SACRAMENTO	95828	I	A					
8169 JUNIPERO ST	SACRAMENTO VALLEY BOX CO	SACRAMENTO	95828	I	I					
3112 KADEMA DR	MSA: KADEMA STORM DRAIN PUMP STA	SACRAMENTO	95864	A						
8499 KAMMERER RD	GREG HARDESTY	ELK GROVE	95757	I						
8667 KAMMERER RD	T-MOBILE WEST CORP (SC06090A)	ELK GROVE	95758	I						
8780 KAMMERER RD	AT&T MOBILITY-ELK GROVE (9671)	ELK GROVE	95757	A						
7470 KANAI AVE	BRUTON'S GLASS CO INC	CITRUS HEIGHTS	95621	I						
7475 KANAI AVE	D W WATSON DC	CITRUS HEIGHTS	95621		I					
7485 KANAI AVE	ALL AUTOMOTIVE SERVICE	CITRUS HEIGHTS	95621	A	A					
3929 KARL DR	NORTH HIGHLANDS REC/PARK MAINT	NORTH HIGHLANDS	95660	A	A					
1630 KATHLEEN AVE	CULTURED MARBLE PRODUCTS, LTD	SACRAMENTO	95815	A	A					
1636 KATHLEEN AVE	WEST COAST FOAM DESIGN INC	SACRAMENTO	95815	I						
1636 KATHLEEN AVE	DIVISION 15 TECH	SACRAMENTO	95815	I						
1646 KATHLEEN AVE	SIERRA PACIFIC TOOL SERVICE INC	SACRAMENTO	95815	I	I					
1704 KATHLEEN AVE	TITAN METAL PRODUCTS, INC	SACRAMENTO	95815	A	A					
1717 KATHLEEN AVE STE 2	BIG MOUNTAIN HEATING & AIR CONDITIC	SACRAMENTO	95815	I						
1717 KATHLEEN AVE	ENERGY KING INC	SACRAMENTO	95815	I	I					
1728 KATHLEEN AVE STE 300	RYAN'S EXPRESS TRANSPORTATION	SACRAMENTO	95815	A	A					
2208 KAUSEN DR STE 100	DAVITA WEST ELK GROVE DIALYSIS	ELK GROVE	95758	A						
2215 KAUSEN DR STE 1	SLAKEY BROTHERS	ELK GROVE	95758	A						
4618 KEEMA AVE	HILLSDALE WELL #5	SACRAMENTO	95842	I					I	
5816 KELLY WAY	MCCLELLAN BUSINESS PARK MASTER A	MCCLELLAN	95652	A	I					
5824 KELLY WAY	SACRAMENTO METRO FIRE STATION 114	MCCLELLAN	95652	A						
KELTON WAY/N OF MAIN AVE	SACRAMENTO CITY WELL #164	SACRAMENTO	95838	A					A	
5071 KELTON AVE STE 400	HARRINGTON INDUSTRIAL PLASTICS LLC	SACRAMENTO	95838	I						
4721 KELTON WAY	A-1 DOOR & BUILDING SOLUTIONS	SACRAMENTO	95838	I						
4721 KELTON WAY	T-MOBILE WEST CORP (SC06056A)	SACRAMENTO	95838	I						
5081 KELTON WAY STE 100	VIKING FABRICATION SERVICES	SACRAMENTO	95838	A	A					
5415 KENNETH AVE	IRVING GUM	FAIR OAKS	95628	I						
9722 KENT ST STE D	EVERT AUTOMOTIVE	ELK GROVE	95624	A	A					
9728 KENT ST D	COMPLETE PERFORMANCE	ELK GROVE	95624	I	I					
9736 KENT ST	ANDREWS BODY SHOP	ELK GROVE	95624	I	I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
9736 KENT ST	REMOTE ACCESS SERVICE	ELK GROVE	95624		I					
9750 KENT ST BLDG 5	INFLATABLE GAMES	ELK GROVE	95624	I						
9750 KENT ST	IRON MOUNTAIN	ELK GROVE	95624	A						
9752 KENT ST STE 6	ANDREW'S BODY SHOP	ELK GROVE	95624	A	A					
9796 KENT ST	PACIFIC EXCAVATION, INC	ELK GROVE	95624	A	A					
9800 KENT ST	HANFORD READY MIX INC	ELK GROVE	95624	A	A					
9830 KENT ST	CORDEIRO VAULT COMPANY	ELK GROVE	95624	A						
9833 KENT ST	JOHNSON MECHANICAL CONTRACTORS	ELK GROVE	95624	I						
9850 KENT ST	NUTRISHARE INC	ELK GROVE	95624	I						
9880 KENT ST	KEVIN YOUNG CONCRETE	ELK GROVE	95624	I	I					
9883 KENT ST	JIM DUPZYK CONCRETE PUMPING INC	ELK GROVE	95624	I	I					
9888 KENT ST	BENCO BRIDGES	ELK GROVE	95624	I	I					
9900 KENT ST	LAWSON DRAYAGE, INC	ELK GROVE	95624	A	A					
9901 KENT ST STE 1	IMPORT GARAGE	ELK GROVE	95624	A	A					
9901 KENT ST STE 3	IMPORT GARAGE	ELK GROVE	95624	I	I					
9901 KENT ST 6	J D GOLDMAN CO INC	ELK GROVE	95624	I						
9911 KENT ST STE 2	WESTERN SUPPLY, INC	ELK GROVE	95624	I						
9911 KENT ST STE 3	LEE'S AUTO SERVICE	ELK GROVE	95624	I	I					
9911 KENT ST 4	OFFSET SERVICES INK	ELK GROVE	95624	I	I					
9911 KENT ST STE 5	AA-FABRICATION	ELK GROVE	95624	I						
9911 KENT ST STE 6	CRACKAWAY ENGINE MACHINE	ELK GROVE	95624-4007	A	A					
9914 KENT ST STE 1	SOLID GOLD	ELK GROVE	95624	I						
9914 KENT ST STE 2	COMMERCIAL DYNAMICS	ELK GROVE	95624	I						
9914 KENT ST STE 4	STEELE'S PAINTING COMPANY	ELK GROVE	95624	A	I					
9914 KENT ST STE 5	LRF RESINOUS FLOORING	ELK GROVE	95624	I						
9914 KENT ST 8	EXPERT AUTOMOTIVE	ELK GROVE	95624		I					
9918 KENT ST STE 1	ELK GROVE BUILDERS, INC	ELK GROVE	95624	A						
9919 KENT ST	SCHWAN'S HOME SERVICE, INC - 100650	ELK GROVE	95624	A						
9930 KENT ST	FEIST CABINETS & WOODWORKS INC	ELK GROVE	95624	I	I					
9931 KENT ST	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95624	A						
11600 KESTREL LAKE	P & N ENTERPRISES	ELK GROVE	95757-9723	I						
11680 KESTREL LAKE RD	VERIZON WIRELESS - KORN	ELK GROVE	95758	A						
8520 KIEFER BLVD	REDWOOD LANDSCAPE	SACRAMENTO	95826	I	I					
8585 KIEFER BLVD	CASCADE ROCK, INC	SACRAMENTO	95826	A	A					
8649 KIEFER BLVD	ADESA SACRAMENTO	SACRAMENTO	95826	A	A					
8760 KIEFER BLVD	TEICHERT AGGREGATES - PERKINS PLAZA	SACRAMENTO	95826	A	A					
8833 KIEFER BLVD	A. TEICHERT & SON, INC	SACRAMENTO	95826	A	A	A				3
9100 KIEFER BLVD	ROSEMONT SHELL	SACRAMENTO	95826	A	A	A				3
9113 KIEFER BLVD	ROSEMONT AUTO CARE	SACRAMENTO	95826	I	I					
9113 KIEFER BLVD	SAVE MART SUPERMARKET #623	SACRAMENTO	95826	I	A					
9115 KIEFER BLVD	SHERAL'S AUTOMOTIVE	SACRAMENTO	95826	A	A					
9133 KIEFER BLVD	RITE AID #6081	SACRAMENTO	95826	I	A					
9161 KIEFER BLVD B	ROSEMONT ACE HARDWARE	SACRAMENTO	95826	I						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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9210 KIEFER BLVD	AUTO ZONE #5595	SACRAMENTO	95826	I	I					
9216 KIEFER BLVD, #2	PETER SCORDAKIS DDS	SACRAMENTO	95826		I					
9216 KIEFER BLVD 3	KRIS MARTINSON DDS	SACRAMENTO	95826		I					
9360 KIEFER BLVD	T-MOBILE WEST CORP (SC06996A)	SACRAMENTO	95827	I						
9416 KIEFER BLVD 8	FLAMINGO'S CLEANERS	SACRAMENTO	95826		I					
9416 KIEFER BLVD	ROSEMONT CLEANERS	SACRAMENTO	95826	I	I					
9594 KIEFER BLVD	ROSEMONT HIGH SCHOOL	SACRAMENTO	95827	A						
9601 KIEFER BLVD	ISA: SAC COUNTY YOUTH DETENTION C	SACRAMENTO	95827	A	I					
9605 KIEFER BLVD	B T COLLINS JUVENILE CENTER	SACRAMENTO	95827	A						
9630 KIEFER BLVD STE A	LEVAC SPECIALTIES	SACRAMENTO	95827	A						
9630 KIEFER BLVD	NEXTEL CELL SITE CA1796	SACRAMENTO	95827	I						
9648 KIEFER BLVD STE M	HK AUTO BODY & REPAIR	SACRAMENTO	95827	A	A					
9751 KIEFER BLVD	CEMEX CONSTRUCTION MATERIALS PAC	SACRAMENTO	95827	A	A					
11350 KIEFER BLVD	SACRAMENTO RENDERING CO [HM]	SACRAMENTO	95830	A	A	I			I	2
12701 KIEFER BLVD BLDG 400F	KIEFER LANDFILL (KLG #2)	SLOUGHHOUSE	95683	A	A					
12701 KIEFER BLVD	KIEFER LANDFILL	SLOUGHHOUSE	95683	A	A		I			
12701 KIEFER BLVD	KIEFER LANDFILL GENERATING PLANT 1	SLOUGHHOUSE	95683	A	A					
12701 KIEFER BLVD	KIEFER LANDFILL	SLOUGHHOUSE	95683	A	A					
13333 KIEFER BLVD	VERIZON WIRELESS SLOUGHHOUSE	SLOUGHHOUSE	95683	A						
13333 KIEFER BLVD	SPRINT CELL SITE SF 33XC909	SLOUGHHOUSE	95683	A						
13333 KIEFER BLVD	TUDESKO RANCH KIEFER	SLOUGHHOUSE	95683	I						
13355 KIEFER BLVD	AT&T MOBILITY-JACKSON RD (9754)	SLOUGHHOUSE	95683	A						
13361 KIEFER BLVD	SPRAGUE RANCH	SLOUGHHOUSE	95683	I						
3411 KIESSIG AVE STE B	RICK'S AUTOMOTIVE	SACRAMENTO	95823		I					
3411 KIESSIG AVE STE C	ATLAS MUFFLER & AUTO UPHOLSTERY	SACRAMENTO	95823	I						
3411 KIESSIG AVE STE D	DAVE'S AUTOSPORT	SACRAMENTO	95823		A					
3516 KIESSIG AVE	CON-WAY FREIGHT	SACRAMENTO	95823	A	A	A				7
3523 KIESSIG AVE STE A	MELO'S AUTO REPAIR	SACRAMENTO	95823	A	A					
3523 KIESSIG AVE STE B	CAPITAL CITY ALTERNATORS	SACRAMENTO	95823		A					
3523 KIESSIG AVE STE C	R3 AUTOMOTIVE	SACRAMENTO	95823		A					
3523 KIESSIG AVE STE D	VIP BODY & PAINT	SACRAMENTO	95823		I					
3523 KIESSIG AVE E	AUTO PERFECT BODY SHOP	SACRAMENTO	95823		I					
3523 KIESSIG AVE STE F	SS AUTO REPAIR	SACRAMENTO	95823	A	A					
3523 KIESSIG AVE G	RHYM'S AUTO SALES & SERVICE	SACRAMENTO	95823		I					
3523 KIESSIG AVE STE H	PACIFIC COAST BATTERY	SACRAMENTO	95823	I	I					
3523 KIESSIG AVE STE I	AMERICAN BEST AUTO PARTS	SACRAMENTO	95823	A	A					
3523 KIESSIG AVE STE J	LOVE AUTO REPAIR	SACRAMENTO	95823	A	A					
3537 KIESSIG AVE C	INDEPENDENT PORSCHE & BMW WKS	SACRAMENTO	95824		I					
3537 KIESSIG AVE STE D	CRABTREE BROTHERS	SACRAMENTO	95823	I	I					
KILCONNEL DR/BRUCEVILLE RD	MSA: KILCONNEL WELL SITE (W44)	ELK GROVE	95758	I					I	
2870 KILGORE RD	VOLCANO CORP	RANCHO CORDOVA	95670	A	A					
2880 KILGORE RD	ISA: DEPT OF GENERAL SRVCS/FLEET SI	RANCHO CORDOVA	95670	I	I					
2897 KILGORE RD	RESERVE AMERICA	RANCHO CORDOVA	95670	I						

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2945 KILGORE RD	THORATEC CORP	RANCHO CORDOVA	95670	I	I					
3065 KILGORE RD	JOHNSON CONTROLS INC	RANCHO CORDOVA	95670		I					
3068 KILGORE RD	SPRINT NEXTEL CARACF	RANCHO CORDOVA	95670	A	I	I				2
3101 KILGORE RD	CALMAT CO	RANCHO CORDOVA	95670	I	I					
3115 KILGORE RD	G S ROOFING PRODUCTS COMPANY	RANCHO CORDOVA	95670	I	I					
3130 KILGORE RD STE 100	MAXIMUS	RANCHO CORDOVA	95670	A						
3145 KILGORE RD	RMC PACIFIC MATERIALS	RANCHO CORDOVA	95670	I	I	I				3
3180 KILGORE RD	SACRAMENTO METRO FIRE STATION 66	RANCHO CORDOVA	95670	A						
3241 KILGORE RD	DELTA DENTAL PLAN OF CA	RANCHO CORDOVA	95670	A						
4432 KILZER AVE	ALEXANDER WOODWORKS	MCCLELLAN	95652	A	A					
4481 KILZER AVE	VISIONS RECYCLING, INC	MCCLELLAN	95652	A	A					
4518 KILZER AVE	E-Z LOADER ADJ BOAT TRAILERS SALES	MCCLELLAN	95652	I						
4727 KILZER AVE 737	SACRAMENTO METRO FIRE STATION 115	MCCLELLAN	95652	A	A					
4923 KILZER AVE	SILVER STATE HELICOPTERS INC	MCCLELLAN	95652	I	I					
3601 KINGS WAY	PAC BELL TELEPHONE CO - AT&T CALIF	SACRAMENTO	95821	A	A	A				1
3707 KINGS WAY	SBC-PACIFIC BELL (UB452)	SACRAMENTO	95821	I						
7100 KINGSLEY ST	WINK RACE ENTERPRISES	SACRAMENTO	95828		I					
7110 KINGSLEY ST	ASSOCIATED CONCRETE PUMPING	SACRAMENTO	95828	A	A	I				0
4340 KIRKBY WAY	STEVE'S LIQUOR & FOOD	NORTH HIGHLANDS	95660	I		I				
1600 KITCHNER RD STE D	MOTOR CAR REPAIRS	SACRAMENTO	95822	I	A					
1600 KITCHNER RD STE F	FINA MECHANICAL RESTORATIONS	SACRAMENTO	95822	A	A					
4219 KITTY LN STE A&B	JOSEPH'S CADILLAC SERVICE	SACRAMENTO	95841	I	I					
414 K ST	MACY'S SACRAMENTO #406	SACRAMENTO	95814	A	A					
701 K ST	SACRAMENTO DOWNTOWN ICE RINK	SACRAMENTO	95814	A						
717 K ST	T-MOBILE WEST CORP (SC06979A)	SACRAMENTO	95814	I						
801 K ST STE 2236	STATE OF CA DEPT OF CONSERVATION	SACRAMENTO	95814	A	A					
801 K ST STE 925	SACRAMENTO EQUITIES REIT	SACRAMENTO	95814	A	I					
831 K ST	RITE AID #6069	SACRAMENTO	95814	I	A					
1000 K ST	WOOLWORTHS	SACRAMENTO	95814	I						
1001 K ST	ONE HOUR PRO PHOTO	SACRAMENTO	95814	I	I					
1001 K ST	T-MOBILE WEST CORP (SC06005A)	SACRAMENTO	95814	I						
1012 K ST	RITE AID #6069	SACRAMENTO	95814	I	I					
1201 K ST STE 1517	ROTUNDA PARTNERS	SACRAMENTO	95814	A	A					
1215 K ST STE 600	ESQUIRE TOWER	SACRAMENTO	95814	A	I					
1414 K ST	ICS COMMUNICATIONS INC	SACRAMENTO	95814	I						
1515 K ST STE 100	TELE PACIFIC COMMUNICATIONS	SACRAMENTO	95814	A						
1701 K ST	CVS/PHARMACY #3945	SACRAMENTO	95814		A					
1930 K ST	IQ TECH	SACRAMENTO	95811	I	I					
2020 K ST	IPS PRINTING, INC	SACRAMENTO	95811	A	A			I		
2503 K ST	SACRAMENTO ORAL SURGERY	SACRAMENTO	95816		I					
2525 K ST, #101	R JACKSON/G HEISE DDS	SACRAMENTO	95816		I					
2525 K ST, #103	CENTRAL DENTAL XRAY LABORATORY	SACRAMENTO	95816		I					
2525 K ST, #108	WESLEY K FONG DDS	SACRAMENTO	95816		I					

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2525 K ST, #201	RICHARD M ALEXANDER DDS	SACRAMENTO	95816		I					
2525 K ST STE 203	JON D FUIKS DDS	SACRAMENTO	95816		I					
2525 K ST, #206	EDWARD K ISHII DDS	SACRAMENTO	95816		I					
2525 K ST, #207	GREGORY NAHORNEY DDS	SACRAMENTO	95816		I					
2525 K ST, #301	GERALD G SWANSON DDS	SACRAMENTO	95816		I					
2525 K ST SUIT 304	DAVID GS FONG DDS	SACRAMENTO	95816		I					
2525 K ST, #305	JEANETTE OKAZAKI DDS	SACRAMENTO	95816		I					
2525 K ST, #306	CHUNG H FONG DDS	SACRAMENTO	95816		I					
2525 K ST	JAMES W DALLOSTA DDS	SACRAMENTO	95816		I					
2627 K ST	AMY WOO DDS	SACRAMENTO	95816		I					
2715 K ST	KENT PATRICK MD	SACRAMENTO	95816		I					
2801 K ST STE 100	RITE AID #6072	SACRAMENTO	95816	I	A					
2801 K ST 110	RADIOLOGICAL ASSOC OF SACRAMENTO	SACRAMENTO	95816		I					
2801 K ST 115	IMAGING CENTERS OF SACRAMENTO	SACRAMENTO	95816		I					
2801 K ST, #400	NSR ASSOCIATION	SACRAMENTO	95816		I					
2801 K ST STE 525	FORT SUTTER SURGERY CENTER	SACRAMENTO	95816	A						
2919 K ST	SNAP 1 HR PHOTO	SACRAMENTO	95816		I			I		
9170 KLAGGE CT	JIFFY LUBE # 3336	ELK GROVE	95758	A	A					
9175 KLAGGE CT	KELLY'S EXPRESS CAR WASH	ELK GROVE	95758	A						
1000 KOST RD	CITY OF GALT KOST RESERVOIR	GALT	95632	A						
8191 KOST RD	TONY MARTIN	GALT	95632	I						
8990 KOST RD	GWERDER FARMS	GALT	95632-8813	I						
9414 KOST RD	JOE A. COTTA VINEYARDS	GALT	95632	I	I					
10343 KOST RD	CARDOSA DAIRY	GALT	95632	I	I					
8990 KRUIHOF WAY	VERIZON WIRELESS - PHOENIX FIELD	FAIR OAKS	95628	A						
8990 KRUIHOF WAY	AT & T MOBILITY-HAZEL SUNSET U CELL	FAIR OAKS	95628	I						
3513 LA GRANDE AVE	AIR MASTER HEAT & AIR INC	SACRAMENTO	95823	I	I					
3400 LA GRANDE BLVD	ATTARCO, INC	SACRAMENTO	95823	A	A					
3401 LA GRANDE BLVD	SMART CHEMISTRY CORPORATION	SACRAMENTO	95823	A	I					
3401 LA GRANDE BLVD	DIMENSION TECHNOLOGY CHEMICAL SY	SACRAMENTO	95823		I					
3430 LA GRANDE BLVD	SACRAMENTO AUTO BODY	SACRAMENTO	95823	A	A					
3439 LA GRANDE BLVD	C N L	SACRAMENTO	95823	I	I					
3439 LA GRANDE BLVD	VF AUTO REPAIR	SACRAMENTO	95823	A	A					
3440 LA GRANDE BLVD	IMPERIAL BEDDING	SACRAMENTO	95823	I						
3442 LA GRANDE BLVD STE A	MAGIC AUTO BODY & PAINT	SACRAMENTO	95823		A					
3443 LA GRANDE BLVD	DURAN'S TIRE RECYCLING	SACRAMENTO	95823		I					
3444 LA GRANDE BLVD	RJH CONSTRUCTION COMPANY INC	SACRAMENTO	95823	I						
3445 LA GRANDE BLVD	A & A FURNITURE RESTORATION	SACRAMENTO	95823		I					
3450 LA GRANDE BLVD STE B	CALLI TIRE & WHEEL	SACRAMENTO	95823		I					
3451 LA GRANDE BLVD	DV'S AUTO BODY	SACRAMENTO	95823	I	I					
3452 LA GRANDE BLVD STE A	RUDY'S AUTO MECHANIC	SACRAMENTO	95823	I	A					
3452 LA GRANDE BLVD STE B	AUTOMOTIVE CYLINDER HEAD EXCHAN	SACRAMENTO	95823	I	I					
3453 LA GRANDE BLVD	PERFORMANCE AUTO & EXHAUST	SACRAMENTO	95823		I					

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3459 LA GRANDE BLVD	EVOLUTION MOTOR SPORT	SACRAMENTO	95823	I	I					
3512 LA GRANDE BLVD STE A	JESUS AUTO REPAIR	SACRAMENTO	95823	A	A					
3512 LA GRANDE BLVD STE B	TONY'S AUTO REPAIR	SACRAMENTO	95823	A	A					
3514 LA GRANDE BLVD	SOUTHWEST TRADERS INC	SACRAMENTO	95823	I						
3516 LA GRANDE BLVD STE A	LALO'S AUTO BODY	SACRAMENTO	95823		I					
3516 LA GRANDE BLVD STE B	SANTIAGO'S AUTO REPAIR	SACRAMENTO	95823	I	I					
3516 LA GRANDE BLVD C	VALLEY FOUR WHEEL DRIVE	SACRAMENTO	95823		I					
3519 LA GRANDE BLVD	SILK SCREEN PRO	SACRAMENTO	95823		A					
3520 LA GRANDE BLVD	GOLDEN AUTO BODY	SACRAMENTO	95823	I	I					
3520 LA GRANDE BLVD	HUGO'S AUTO REPAIR	SACRAMENTO	95823		I					
3521 LA GRANDE BLVD	MOTORCYCLE MACHINING SPECIALTIES	SACRAMENTO	95823	I	I					
3523 LA GRANDE BLVD A	DON'S TRANSMISSION	SACRAMENTO	95823		I					
3526 LA GRANDE BLVD	PANKEY & ASSOCIATES, INC	SACRAMENTO	95823	A	I					
3529 LA GRANDE BLVD	WION'S BODY SHOP	SACRAMENTO	95823	I	A					
3532 LA GRANDE BLVD STE A	DV'S AUTO BODY SHOP	SACRAMENTO	95823		I					
3532 LA GRANDE BLVD STE A	CUSTOM AUTOMOTIVE	SACRAMENTO	95823		I					
3532 LA GRANDE BLVD STE C	M & S GRANITE WORKS	SACRAMENTO	95823	I						
3532 LA GRANDE BLVD	FABRICATION SPECIALITIES	SACRAMENTO	95823	I	I					
3533 LA GRANDE BLVD	IMPERIAL TILE CO	SACRAMENTO	95823	I						
3540 LA GRANDE BLVD STE A	GONZALEZ AUTOMOTIVE	SACRAMENTO	95823		A					
3540 LA GRANDE BLVD STE A	CHIEN'S AUTO REPAIR & BODY	SACRAMENTO	95823	I	I					
3540 LA GRANDE BLVD STE B	TEMO'S AUTO REPAIR	SACRAMENTO	95823	A	A					
3554 LA GRANDE BLVD	J & A AUTO BODY REPAIR	SACRAMENTO	95823	I	I					
3554 LA GRANDE BLVD	NICOYA'S AUTO MECHANIC	SACRAMENTO	95823	I	I					
3556 LA GRANDE BLVD	ALEXANDR'S AUTO BODY	SACRAMENTO	95823		I					
3560 LA GRANDE BLVD	ED'S AUTOMOTIVE SERVICE, INC	SACRAMENTO	95823	A	A					
3566 LA GRANDE BLVD	EL FINAL AUTO BODY	SACRAMENTO	95823		I					
2890 LA LOMA DR	CORDOVA VETERINARY HOSPITAL	RANCHO CORDOVA	95670		I					
2080 W LA LOMA DR	CA AMERICAN WATER LA LOMA WELL	RANCHO CORDOVA	95670	A					I	
7862 LA RIVIERA DR	GRACE CLEANERS	SACRAMENTO	95826		I					
8700 LA RIVIERA DR	BIG LOTS #1918	SACRAMENTO	95826	I						
8718 LA RIVIERA DR	LA RIVIERA CLEANERS	SACRAMENTO	95826	I	I					
8726 LA RIVIERA DR	LA RIVIERA ANIMAL MEDICAL CTR	SACRAMENTO	95826		I					
9309 LA RIVIERA DR, #B	DAVID S BULL DDS	SACRAMENTO	95826		I					
9309 LA RIVIERA DR STE C	AAA GARMENTS & LETTERING, INC	SACRAMENTO	95826		I					
515 LA SIERRA DR	VERIZON WIRELESS - FAIR OAKS & WAT	SACRAMENTO	95864	A						
1000 LA SIERRA DR	ARDEN PARK RECREATION AND PARK D	SACRAMENTO	95864	A	I					
1030 LA SIERRA DR	MSA: LA SIERRA WELL (W35)	SACRAMENTO	95864	A					I	
970 SE LA SIERRA DR	MSA: FIREHOUSE WELL (W03)	SACRAMENTO	95864	A						
3018 LA VISTA AVE	CWD - LA VISTA WELL & RESERVOIR	CARMICHAEL	95608	A						
LAGUNA BL/BIG HORN BLVD	MSA: BIG HORN CENTRAL WELL(W51)	ELK GROVE	95758	I					I	
8450 LAGUNA GROVE DR	ELK GROVE BUICK GMC	ELK GROVE	95757	A	A					
8480 LAGUNA GROVE DR	ELK GROVE KIA	ELK GROVE	95757	A	A					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
8550 LAGUNA GROVE DR	ELK GROVE HONDA	ELK GROVE	95757	A	A					
8575 LAGUNA GROVE DR	ELK GROVE CHRYSLER JEEP DODGE	ELK GROVE	95757	A	A					
8580 LAGUNA GROVE DR	NIELLO BMW ELK GROVE	ELK GROVE	95758	A	A					
8581 LAGUNA GROVE DR	ELK GROVE SUBARU	ELK GROVE	95757	A	A					
8585 LAGUNA GROVE DR	ELK GROVE ACURA	ELK GROVE	95757	A	A					
8586 LAGUNA GROVE DR	INFINITI OF ELK GROVE (STORE 70506)	ELK GROVE	95757	A	A					
8590 LAGUNA GROVE DR	NISSAN OF ELK GROVE	ELK GROVE	95757	A	A					
9098 LAGUNA MAIN ST, #1	ABEL PET CLINIC	ELK GROVE	95758		I					
9098 LAGUNA MAIN ST STE 2	LAKE SIDE CLEANERS	ELK GROVE	95758		A					
9098 LAGUNA MAIN ST, #4	TERRI L SPEED DDS	ELK GROVE	95758		I					
9098 LAGUNA MAIN ST 8	LAGUNA WEST DENTAL CARE	ELK GROVE	95758		I					
LAGUNA OAKS DR/LAGUNA PAR	MSA: DUCK SLOUGH WELL (W43)	ELK GROVE	95758	A					I	
4827 LAGUNA PARK DR STE 5	LAGUNA CREEK ORTHODONTICS	ELK GROVE	95758		A					
6501 LAGUNA PARK DR	FIRE STATION 74	ELK GROVE	95758	A						
8521 LAGUNA STATION RD	COUNTY OF SACRAMENTO-SRWTP	ELK GROVE	95758	A	A	I			A	9
8541 LAGUNA STATION RD	KIEWIT PACIFIC CO	ELK GROVE	95758	I						
8580 LAGUNA STATION RD	CARSON ICE-GEN	ELK GROVE	95758	A	A				A	
8580 LAGUNA STATION RD	GLACIER ICE CO	ELK GROVE	95758	A	A				A	
8600 LAGUNA STATION RD	SYNAGRO ORGANIC FERTILIZER CO OF	ELK GROVE	95758	A	A					
LAGUNA WOODS DR/BANYON DR	MSA: BANYON WELL (W42)	ELK GROVE	95758	A					I	
2323 LAGUNA BLVD	LAGUNA 76	ELK GROVE	95758	A	A	A				3
2511 LAGUNA BLVD BLDG D	APPLE INC [HM]	ELK GROVE	95758	A	A	A				1
2511 LAGUNA BLVD D	AT&T MOBILITY	ELK GROVE	95758	I						
2911 LAGUNA BLVD BLDG A-C	APPLE, INC	ELK GROVE	95758	A						
3443 LAGUNA BLVD	JVC DISC AMERICA COMPANY	ELK GROVE	95758	I	I			I		
3443 LAGUNA BLVD	CALIFORNIA FAMILY FITNESS	ELK GROVE	95758	A						
5021 LAGUNA BLVD	SAFeway #1647	ELK GROVE	95758	I						
5030 LAGUNA BLVD STE 104	SUPERIOR CLEANERS	ELK GROVE	95758	A	A					
5030 LAGUNA BLVD 108	LAGUNA CREEK FAMILY DENTISTRY	ELK GROVE	95758		I					
5040 LAGUNA BLVD	CVS/PHARMACY #1825	ELK GROVE	95758	I	A			I		
5060 LAGUNA BLVD, #129	LAGUNA CREEK VETERINARY HOSP	ELK GROVE	95758		I					
5100 LAGUNA BLVD	BEL AIR SUPERMARKET #516	ELK GROVE	95758	I						
5105 LAGUNA BLVD, #4	LAGUNA FAMILY DENTAL	ELK GROVE	95758		I					
6301 LAGUNA BLVD	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95758	A		I				1
6624 LAGUNA BLVD STE 102	DONUTS YOGURT & MORE	ELK GROVE	95758	I						
6628 LAGUNA BLVD	O'REILLY AUTO PARTS #3179	ELK GROVE	95758	A	A					
7216 LAGUNA BLVD STE A	PARK AVENUE CLEANERS	ELK GROVE	95758	A	A					
7299 LAGUNA BLVD	WALGREENS #5499	ELK GROVE	95758	I	A					
7300 LAGUNA BLVD, #3	ROBERT E SUTTER DDS	ELK GROVE	95758		I					
7405 LAGUNA BLVD 160	RITZ CAMERA ONE HOUR PHOTO	ELK GROVE	95758		I					
7431 LAGUNA BLVD	ORCHARD SUPPLY HARDWARE #81	ELK GROVE	95758	A	A					
7505 LAGUNA BLVD	TARGET STORE #T-1025 [HM]	ELK GROVE	95758	A	A					
7621 LAGUNA BLVD	BUY BUY BABY #3058	ELK GROVE	95758	I	A					

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7627 LAGUNA BLVD	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95758	A						
7707 LAGUNA BLVD	DUPLICATE ## ALBERTSON'S	ELK GROVE	95758	I						
7707 LAGUNA BLVD	SAVE MART SUPERMARKET #606	ELK GROVE	95758	I	A					
7717 LAGUNA BLVD 320	LESLIE'S SWIMMING POOL SUPPLIES #32	ELK GROVE	95758	I						
7811 LAGUNA BLVD	JAMES R OATES DDS	ELK GROVE	95758		I					
7911 LAGUNA BLVD	UCD MEDICAL GROUP	ELK GROVE	95758		I					
7915 LAGUNA BLVD 110	KELLY P COUCH DDS	ELK GROVE	95758		I					
7915 LAGUNA BLVD, #120	LAGUNA VIEW FAMILY DENTAL	ELK GROVE	95758		I					
7915 LAGUNA BLVD 130	BRADLEY L YEE DDS	ELK GROVE	95758		I					
7915 LAGUNA BLVD, #150	JAMES F AUBREY JR DDS	ELK GROVE	95758		I					
8007 LAGUNA BLVD, #3	FOUNTAIN PLAZA FAMILY DENTAL	ELK GROVE	95758		I					
8101 LAGUNA BLVD, #1	FRED DINITZ DDS	ELK GROVE	95758		I					
8101 LAGUNA BLVD 2	MIER-BAUTISTA DENTAL CORP	ELK GROVE	95758		I					
8170 LAGUNA BLVD 200A	ENDODONTICS ASSOCIATES	ELK GROVE	95758		I					
8170 LAGUNA BLVD STE 300	CASE DENTAL GROUP	ELK GROVE	95758		I					
8170 LAGUNA BLVD	T-MOBILE WEST CORP (SC06854A)	ELK GROVE	95758	I						
8200 LAGUNA BLVD	SUTTER ELK GROVE SURGERY CENTER	ELK GROVE	95758	A						
8296 LAGUNA BLVD	CHEVRON STATION #209748	ELK GROVE	95758	A	A	A				3
8301 LAGUNA BLVD	CITIZENS TELECOM CO OF CA INC	ELK GROVE	95758	I		I				1
LAGUNA RD	WEST COAST GRAPE FARMING INC	HERALD	95638	I						
8485 LAKE FOREST DR	VERIZON WIRELESS - OKI PARK	SACRAMENTO	95826	A						
8485 LAKE FOREST DR	AT & T MOBILITY - OKI PARK (9785)	SACRAMENTO	95826	I						
105 LAKE FOREST WAY	MICROSEMI - RF INTEGRATED SOLUTION	FOLSOM	95630	A	A					
9300 LAKEPOINT DR	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95758	A						
200 LAMBERT RD	JOE GREEN RANCH	COURTLAND	95615	I	I					
575 LAMBERT RD	J. H. JONSON & SONS, INC	COURTLAND	95615	I	I					
962 LAMBERT RD	PIERSON LAMBERT VINEYARDS	COURTLAND	95615	I						
1075 LAMBERT RD	SASD S145 LAMBERT RD PUMP STN	COURTLAND	95615	A						
1201 LAMBERT RD	SUTTER HOME WINERY, INC - DELTA RA	ELK GROVE	95624	I						
2320 LAMBERT RD	SUTTER HOMEWINERY - CIRCLE K VINEY	ELK GROVE	95624	I						
6900 LAMBERT RD	JOE SIMOES & SONS DAIRY INC	ELK GROVE	95757	I						
7624 LAMBERT RD	HARDEST NANCY BRUCEVILLE LAMBERT	ELK GROVE	95758	I						
8130 LAMBERT RD	JOE SIMOES & SONS DAIRY INC	ELK GROVE	95757	I	I					
8383 LAMBERT RD	A & R JOHNSON	ELK GROVE	95757	I						
8490 LAMBERT RD	KLM RANCHES INC	ELK GROVE	95758	I						
3391 LANATT ST	ALSCO, INC	SACRAMENTO	95819	A	A					
3341 LANATT WAY	UNION PACIFIC RAILROAD	SACRAMENTO	95816	I						
3341 LANATT WAY	VERIZON WIRELESS - SACRAMENTO EA	SACRAMENTO	95816	A						
S LAND PARK DR/FRUITRIDGE RD	CITY INTERCEPTOR OXYGEN STRUCTUR	SACRAMENTO	95831	A					I	
5820 LAND PARK DR	VIC'S IGA MARKET-LAND PARK	SACRAMENTO	95822	I						
4000 S LAND PARK DR	LAND PARK GAS	SACRAMENTO	95822	A	A	A				3
5610 S LAND PARK DR	CITY OF SACRAMENTO - SUMP 119	SACRAMENTO	95822	A						
5700 S LAND PARK DR	VERIZON WIRELESS - RIVERSIDE SACTO	SACRAMENTO	95822	A						

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5862 S LAND PARK DR	LAND PARK CLEANERS	SACRAMENTO	95822	I	I					
6030 S LAND PARK DR	LAND PARK DENTAL GROUP	SACRAMENTO	95822		I					
7115 S LAND PARK DR	PAUL'S CLEANERS	SACRAMENTO	95831	I	I					
7200 S LAND PARK DR, #200	UNIVERSAL CHIROPRACTIC	SACRAMENTO	95831		I					
7200 S LAND PARK DR	SUTTER DIALYSIS CENTER - SOUTH	SACRAMENTO	95831	I						
7210 S LAND PARK DR, #A	WONG & FAT CORPORATION	SACRAMENTO	95831		I					
7210 S LAND PARK DR, #B	KENNETH HASHIMOTO DDS	SACRAMENTO	95831		I					
7210 S LAND PARK DR, #D	LAWRENCE CHU DDS	SACRAMENTO	95831		I					
7210 S LAND PARK DR, #F	DENNIS L LAI DDS	SACRAMENTO	95831		I					
7229 S LAND PARK DR	THEODORE W KLEIN DDS	SACRAMENTO	95831		I					
7230 S LAND PARK DR	MICHAEL D QUESSENBERRY DDS	SACRAMENTO	95831		I					
7248 S LAND PARK DR 101	ABRAHAM MORIONE DDS	SACRAMENTO	95831		I					
5920 LANDIS AVE	EFFICIENT PAINTING CO	CARMICHAEL	95608	A						
2531 LAND AVE	SPECIALTY STEEL SERVICE CO INC	SACRAMENTO	95815	I	I					
2541 LAND AVE STE 100	FISCHER TILE & MARBLE	SACRAMENTO	95815	I	I					
2541 LAND AVE STE 600	SPECIALTY STEEL SERVICE CO INC	SACRAMENTO	95815	I	I					
2551 LAND AVE	CHEM QUIP, INCORPORATED	SACRAMENTO	95815	A					I	
2601 LAND AVE	CHARLES MCMURRAY CO	SACRAMENTO	95815-2383	A	I					
2635 LAND AVE STE A	JA BRASS POLISHING LLC	SACRAMENTO	95815	A	A					
2635 LAND AVE STE B	A & R PRECISION CABINETS	SACRAMENTO	95815		A					
2655 LAND AVE	SILVER EAGLE CORP	SACRAMENTO	95815	A	I					
2670 LAND AVE	SEVEN-UP BOTTLING COMPANY	SACRAMENTO	95815	A	A				A	
2701 LAND AVE STE B	SILVER EAGLE CORPORATION	SACRAMENTO	95815	I	I					
2720 LAND AVE	THE AMERICAN BOTTLING CO	SACRAMENTO	95815	A						
2751 LAND AVE STE A-C	GOLDEN STATE TOWING, LLC	SACRAMENTO	95815	A	A					
2751 LAND AVE D	AIRGAS	SACRAMENTO	95815	I						
2801 LAND AVE	POOL WATER PRODUCTS	SACRAMENTO	95815	A						
4700 LANG AVE STE D	SCOTT MACHINERY	MCCLELLAN	95652	I	I					
4700 LANG AVE	BEUTLER CORPORATION	MCCLELLAN	95652	A	A					
4840 LANG AVE F&G	MANSFIELD WAREHOUSE & DIST	MCCLELLAN	95838	I						
4930 LANG AVE	PIEDMONT LUMBER	MCCLELLAN	95838	I						
5301 LANG AVE BLDG 1206	PYRO SPECTACULARS NORTH, INC	MCCLELLAN	95652	A	A					
6117 LARRY WAY	SASD LARRY WAY PUMP STN (S016)	NORTH HIGHLANDS	95660	A						
LAS CRUCES WAY	MSA: LAS CRUCES WELL (W05)	SACRAMENTO	95864	A						
2925 LATHAM DR	MSA: LATHAM DR WELL (W09)	SACRAMENTO	95864	A					I	
191 LATHROP WAY, #H	CALI-COLOR	SACRAMENTO	95815		I			I		
191 LATHROP WAY STE N	PRO TRANSPORT-1	SACRAMENTO	95815	A						
201 LATHROP WAY STE D	CARDINAL HEALTH NPS	SACRAMENTO	95815	A	A					
241 LATHROP WAY, #B	VISUAL GRAPHICS	SACRAMENTO	95815	I	I					
1730 LATHROP WAY	WHITE CAP	SACRAMENTO	95815	I						
14440 LATROBE RD	MURPHY RANCH/TRIPLE S	SLOUGHHOUSE	95683	I						
14499 LATROBE RD	TUDESKO RANCH	SLOUGHHOUSE	95683	I	I					
5440 LAUREL HILLS DR	JOHN E ALLEN DDS	SACRAMENTO	95841		I					

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6931 LAUREL OAK WAY	CA AMERICAN WATER-LAUREL OAKS WE	FAIR OAKS	95628	A					I	
13900 LEARY RD	JOE SANCHEZ FARMS, INC.	WALNUT GROVE	95690	I						
1300 LEIDESDORFF ST	CITY OF FOLSOM CORP YARD	FOLSOM	95630	A	A					
1300 LEIDESDORFF ST	CITY OF FOLSOM HAZMAT PERMANENT I	FOLSOM	95630	A	A			A		
600 LEISURE LN	SUMP 151	SACRAMENTO	95815	A						
6832 LEMANS AVE	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	A					I	
3649 LEMAY ST	SASD LEMAY PUMP STN (S100)	MATHER	95655	A						
3678 LEMAY ST 4200	EMERY WORLDWIDE	MATHER AFB	95655	I						
3678 LEMAY ST, #4200	EMERY WORLDWIDE AIRLINES	MATHER AFB	95655	I	I					
3678 LEMAY ST	CALIF ELECTRONIC ASSET RECOVERY, I	MATHER	95655	A	A					
5424 LEMON HILL AVE	VERIZON WIRELESS - LEMON HILL	SACRAMENTO	95824	A						
5451 LEMON HILL AVE	SCUSD-CHARLES JONES SKILL CENTER	SACRAMENTO	95824	A	A					
3920 LENNANE DR STE 100	AMERICAN DIVERSIFIED PHARMACIES	SACRAMENTO	95834		I					
3920 LENNANE DR	OPERATING ENGINEERS LOCAL UNION	SACRAMENTO	95834	A	A					
4009 LEOS LN	AMERICAN INDUSTRIAL COATINGS, INC	CARMICHAEL	95608	A	I					
4024 LEOS LN	PRINT LAND	CARMICHAEL	95608		A					
5334 E LEVEE RD	NATOMAS EAST STORM DRAIN PUMP ST	SACRAMENTO	95835	A	A	I				1
8757 E LEVEE RD	DEWIT FARMS	ELVERTA	95626	I	I					
9149 E LEVEE RD	STOLT SEA FARM	ELVERTA	95626	I						
1650 LEVEE RD	KMAX TRANSMISSION SITE	WALNUT GROVE	95690	A						
1650 LEVEE RD	KCRA/KQCA - TV	WALNUT GROVE	95960	A	A					
535 LEVY RD	FOLSOM READY MIX	FOLSOM	95630	A	I					
560 LEVY RD	PRAIRIE CITY RV CENTER	FOLSOM	95630	A						
312 S LEXINGTON DR	CRYSTAL CLEANERS	FOLSOM	95630	A	A					
324 S LEXINGTON DR	ADVANCED CHIROPRACTIC	FOLSOM	95630		I					
2309 LEXINGTON ST	H V CARTER CO INC	SACRAMENTO	95815	I	I					
2310 LEXINGTON ST	COOKS COLLISION OF SAC NORTH	SACRAMENTO	95815	A	A					
2319 LEXINGTON ST	KENMONTH ENGINE COMPANY	SACRAMENTO	95815	A	A					
2337 LEXINGTON ST	WINSLOW REPRO/GRAPHICS INC	SACRAMENTO	95815	I	I					
2350 LEXINGTON ST	REFRIGERATION SUPPLIES DISTRIBUTO	SACRAMENTO	95815	A						
17777 E LIBERTY RD	FARMLAND MANAGEMENT SERVICES	GALT	95632	I						
7800 LICHEN DR	ANTELOPE 76 MARKET #257294	CITRUS HEIGHTS	95621	A	A	A				2
7847 LICHEN DR	RALEY'S SUPERMARKET #239	CITRUS HEIGHTS	95621	I	I					
7875 LICHEN DR	D & L CLEANERS	CITRUS HEIGHTS	95621	I	I					
1 LIGHT SKY CT STE 4	REP COR	SACRAMENTO	95828	I						
8 LIGHT SKY CT STE B	PACIFIC WALLBOARD SERVICES	SACRAMENTO	95828	I	I					
16 LIGHT SKY CT STE 1	CAPITAL INDUSTRIAL MAINTENANCE, INC	SACRAMENTO	95828	A						
16 LIGHT SKY CT 3	A P & R MACHINE & TOOL	SACRAMENTO	95828	I						
20 LIGHT SKY CT	FOOD CATERING SUPPLY	SACRAMENTO	95828	I	I					
20 LIGHT SKY CT	MARTIN BROTHERS CONSTRUCTION	SACRAMENTO	95828	A	A					
9755 LINCOLN VILLAGE DR	MEDCLINIC	SACRAMENTO	95827		I					
145 N LINCOLN WAY	GALT JOINT UNION HIGH SCHOOL DISTF	GALT	95632	A	A	I				
520 N LINCOLN WAY STE 6	JULIAN'S SERVICE	GALT	95632	I	I					

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521 N LINCOLN WAY	HANCOCK AUTO PARTS	GALT	95632	I						
604 N LINCOLN WAY	HERBURGER PUBLICATIONS, INC	GALT	95632	A	A					
627 N LINCOLN WAY	GALT GAS & FOOD	GALT	95632	A	A	A				3
702 N LINCOLN WAY	MORE FOR LESS #24	GALT	95632	A	A	A				7
702 N LINCOLN WAY	DMC GREEN MORE FOR LESS #183	GALT	95632	I	I	I				3
1130 N LINCOLN WAY STE A	LAPP AUTOMOTIVE	GALT	95632	A	A					
1130 N LINCOLN WAY STE C	PERFORMANCE MUFFLER & BRAKE	GALT	95632	A	A					
232 S LINCOLN WAY	GIDDENS BROTHERS INC	GALT	95632	I						
325 S LINCOLN WAY	LARRIE CAIN'S COLLISION CENTER	GALT	95632	A	A					
6757 LINDA SUE WAY	CA AMERICAN WATER-LINDA SUE WELL	CITRUS HEIGHTS	95628	A					I	
3701 LINDBERGH DR	VERIZON WIRELESS - SAC INT'L	SACRAMENTO	95837	A						
6349 LINDBERGH DR	DOT FAA AVN SAC FIFO	SACRAMENTO	95837	A	A	I				1
6671 LINDBERGH DR	LSG/SKY CHEF, INC	SACRAMENTO	95837	A	A					
6701 LINDBERGH DR	AMERICAN TOWER CORP SITE #8562	SACRAMENTO	95837	I						
6725 LINDBERGH DR	INT'L AIRPORT-WEST ELEC VAULT	SACRAMENTO	95837	I		I				1
6733 LINDBERGH DR E	NORTHWEST AIRLINES	SACRAMENTO	95837	I						
6733 LINDBERGH DR	WORLDWIDE FLIGHT SERVICES INC	SACRAMENTO	95837	I	I					
6733 LINDBERGH DR	FED EX EXPRESS CORP-SMFR	SACRAMENTO	95837	A	A					
6733 LINDBERGH DR STE F	AIRCRAFT SERVICE INTERNATIONAL GR	SACRAMENTO	95837	A	A					
LINDBERGH DR	DUPLICATE - SEE FA0018662	SACRAMENTO	95837	I					I	
6733 LINDBERG DR B	AP ENTERPRISES	SACRAMENTO	95837		I					
4631 LIPPI PKWY	CALIFORNIA AMERICAN WATER - LIPPI	SACRAMENTO	95823	A						
50 LIVE OAK AVE	CITY OF GALT INDUSTRIAL PARK RESER	GALT	95632	A						
650 LIVE OAK AVE	CONSOLIDATED FABRICATORS CORP	GALT	95632	I						
10385 LIVE OAK AVE	ROOF RANGERS	GALT	95632	I	I					
10391 LIVE OAK AVE	MICHAEL & COMPANY, INC	GALT	95632	A						
10393 LIVE OAK AVE	D2 TRAILER SALES AND SERVICE	GALT	95632	I	I					
8751 LIVE OAK RD	JOHN PENNISI	WILTON	95693	I						
10391 LIVE OAK RD	VERIZON WIRELESS - GALT INDUSTRIAL	GALT	95632	A						
515 L ST 1031	RITZ CAMERA CENTERS	SACRAMENTO	95814		I				I	
515 L ST STE A1024	LENSCRAFTERS STORE #727	SACRAMENTO	95814	I	A				A	
730 L ST	VERIZON WIRELESS - RIO LINDA	RIO LINDA	95673	A						
730 L ST	RIO LINDA/ELVERTA COMM WATER DIST	RIO LINDA	95673	A	A					
770 L ST STE 100	MPOWER COMMUNICATIONS, INC	SACRAMENTO	95814	A	I					
770 L ST STE 1040	770 L ST INVESTMENT GROUP INC	SACRAMENTO	95814	A		A				1
770 L ST STE 120	LEVEL 3 COMMUNICATIONS LLC	SACRAMENTO	95814	A						
770 L ST STE 610	QWEST COMMUNICATIONS CO	SACRAMENTO	95814	A						
770 L ST 640	DUPLICATE - SEE FA0013995	SACRAMENTO	95814	I		I				1
770 L ST STE 650	LEVEL (3) COMMUNICATIONS, LLC	SACRAMENTO	95814	I						
770 L ST STE 700	GLOBAL CROSSING	SACRAMENTO	95814	I						
770 L ST 750	GENUITY	SACRAMENTO	95814	I						
770 L ST STE 850	XO COMMUNICATIONS (CA-204)	SACRAMENTO	95814	A	I					
915 L ST STE 1420	CAPITOL PLACE	SACRAMENTO	95814	A	A					

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915 L ST	MCI	SACRAMENTO	95814	A						
925 L ST	MCI WORLDCOM	SACRAMENTO	95814	I						
1121 L ST STE 105	THE SENATOR BLDG	SACRAMENTO	95814	A	I					
1209 L ST	HYATT REGENCY SACRAMENTO	SACRAMENTO	95814	A	A	A				1
1300 L ST	DGS - CAPITAL PARK INSECTARY	SACRAMENTO	95814	A	A					
1431 L ST	KRAUS PROPERTIES	SACRAMENTO	95814			I				3
1531 L ST	FIRESTONE TIRE & SERV CENTER #3587	SACRAMENTO	95814	I	I					
1615 L ST	TOM'S TIRE AND AUTOMOTIVE	SACRAMENTO	95814	I	I					
1615 L ST	BIG O TIRES	SACRAMENTO	95814	A	A					
1616 L ST	ANDERSON'S TRANSMISSION	SACRAMENTO	95814	I	I					
1621 L ST	IQ AUTO TECH	SACRAMENTO	95814	I	I					
1712 L ST	DAVID'S OFFICE EQUIPMENT	SACRAMENTO	95811		I					
1900 L ST	HOWARD & SON AUTOMOTIVE	SACRAMENTO	95811	I	I					
1901 L ST	HARV'S METRO CAR WASH	SACRAMENTO	95811	A	A					
1906 L ST	BEARINGS SUPPLY CO INC	SACRAMENTO	95811	I	I					
2327 L ST 101	CALIFORNIA CUSTOM CASTINGS	SACRAMENTO	95816		I					
2327 L ST 203	CUEVAS & RAMOS PROF DENTAL CORP	SACRAMENTO	95816		I					
2331 L ST	KARL B ROSS DDS	SACRAMENTO	95816		I					
2409 L ST, #1	DOUGLAS A GEDESTAD DDS	SACRAMENTO	95816		I					
2409 L ST, #2	GARTH W COLLINS DDS	SACRAMENTO	95816		I					
2409 L ST, #3	JEROME J DABY DDS	SACRAMENTO	95816		I					
2409 L ST, #4	GARRY J BARONE DDS	SACRAMENTO	95816		I					
2430 L ST	ARDEN L KWONG DDS	SACRAMENTO	95816		I					
2518 L ST SUIT A	SERENA G PUGEDA DDS	SACRAMENTO	95816		I					
2518 L ST, #A	DOUGLAS A LOTT DDS	SACRAMENTO	95816		I					
2518 L ST, #B	BRADLEY L YEE DDS	SACRAMENTO	95816		I					
2518 L ST, #C	ANGELINE-DIEP LAM DDS	SACRAMENTO	95816		I					
2600 L ST	SUTTER OAKS NURSING FACILITY-LHCF	SACRAMENTO	95816	A						
2800 L ST STE 10	SUTTER RADIATION ONCOLOGY CENTEF	SACRAMENTO	95816	A	A					
2801 L ST	SUTTER GENERAL HOSPITAL	SACRAMENTO	95816	I	I	I		I		2
3000 L ST, #104	JOHN MACIEL JR DDS	SACRAMENTO	95816		I					
3000 L ST, #305	MARTYN ROSA DDS	SACRAMENTO	95816		I					
3001 L ST	LEHR AUTO ELECTRIC	SACRAMENTO	95816	I	I					
15822 N LOCUST TREE RD	FELTON-MEHLHAFF BORDEN RANCH	LODI	95240	I						
5751 LOCUST AVE REAR	SSW DISTRICT WELL N12	CARMICHAEL	95608	A					I	
9055 LOCUST ST BLDG A	AR PERFORMANCE, LLC	ELK GROVE	95624	A	A					
9055 LOCUST ST BLDG C-12	HOT ROD IMPORTS	ELK GROVE	95624	A	A					
9055 LOCUST ST	GORDON'S AUTOMOTIVE REPAIR	ELK GROVE	95624	I	I					
9076 LOCUST ST	PACIFIC EXCAVATION	ELK GROVE	95624	I	I		I			
6207 LOGAN ST	GEORGE SIM PARK POOL	SACRAMENTO	95824	A					I	
7200 LONE PINE DR	MURIETA EQUESTRIAN CENTER	RANCHO MURIETA	95683	A	A					
3185 LONGVIEW DR STE C	CAPITAL CITY RECYCLING INC	SACRAMENTO	95821	A						
3185 LONGVIEW DR	WATSON COMPANIES, INC	SACRAMENTO	95821	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
3309 LONGVIEW DR	SCHOLTEN ROOFING	SACRAMENTO	95821	I						
3309 LONGVIEW DR	T-MOBILE WEST CORP (SCO6023A)	NORTH HIGHLANDS	95821	I						
3325 LONGVIEW DR	TERMINIX INTERNATIONAL INC	SACRAMENTO	95821	I						
3335 LONGVIEW DR	M & H BUILDERS INC	NORTH HIGHLANDS	95821					I		
3429 LONGVIEW DR	DELTA RESTAURANT SUPPLY & PARTY	SACRAMENTO	95821	A						
3449 LONGVIEW DR	NORMAC, INC	SACRAMENTO	95821	A						
3449 LONGVIEW DR	VERIZON WIRELESS - INDUSTRY	NORTH HIGHLANDS	95660	A						
4001 N LOOP DR	CA AMERICAN WATER NORTH LOOP WEI	SACRAMENTO	95843	A					I	
756 LORENA LN	CITY OF FOLSOM - PUMP STN 3A	FOLSOM	95630	A						
3631 LOS ALAMOS WAY	MSA: LOS ALAMOS WELL (W07)	SACRAMENTO	95864	A					I	
1939 LOS ROBLES RD	SACRAMENTO CITY WELL #137	SACRAMENTO	95838	A					A	
5019 LUCE AVE	MCCLELLAN BUSINESS PARK MASTER A	MCCLELLAN	95652	A	I					
5209 LUCE AVE BLDG 243B	MENDENHALL MFG, INC	MCCLELLAN	95652	I	I					
5225 LUCE AVE STE 243-C	FROSTAD ATELIER	MCCLELLAN	95652	A	I					
5239 LUCE AVE BLDG 243	AAR-MOBILITY SYSTEMS SACRAMENTO	MCCLELLAN	95652	I	I					
5307 LUCE AVE BLDG 243-E	AAR PRECISION SYSTEMS	MCCLELLAN	95652	A	A					
5411 LUCE AVE BLDG 242	SURE WEST COMMUNICATIONS	MCCLELLAN	95652	A						
5441 LUCE AVE	NORTHROP GRUMMAN INFORMATION S\	MCCLELLAN	95652	A	A					
5509 LUCE AVE	NORTHROP GRUMMAN SYSTEMS CORP	MCCLELLAN	95652	A	I					
5549 LUCE AVE	BWI SOLUTIONS INC	MCCLELLAN	95652	I						
6805 LUTHER DR STE A	AUTOMAN	SACRAMENTO	95823	A	A					
6805 LUTHER DR STE B	MAC'S AUTO SERVICE	SACRAMENTO	95823	A	A					
6805 LUTHER DR STE C	M S AUTO REPAIR	SACRAMENTO	95823	A	A					
6805 LUTHER DR STE D	AUTOMAN	SACRAMENTO	95823		I					
6805 LUTHER DR STE E	NIKAS BODY SHOP	SACRAMENTO	95823		I					
6805 LUTHER DR STE F	ALEX BODY WORKS	SACRAMENTO	95823		I					
6805 LUTHER DR STE G	APK AUTO BODY	SACRAMENTO	95823	I	I					
6910 LUTHER DR STE A	AIRTECH AUTO AIR	SACRAMENTO	95823	I	I					
6910 LUTHER DR B	JUAN & CO	SACRAMENTO	95823	I	I					
6910 LUTHER DR D	FATUKALA AND SONS	SACRAMENTO	95823		I					
6910 LUTHER DR STE G	HUGO'S AUTO REPAIRS	SACRAMENTO	95823		I					
6910 LUTHER DR STE J	HNF AUTO DETAIL SERVICES	SACRAMENTO	95823	I						
6910 LUTHER DR L	MIGUEL'S AUTO SALES & REPAIR	SACRAMENTO	95823		I					
6955 LUTHER DR	MCCARTHY DRAPERIES	SACRAMENTO	95823	I	I					
7005 LUTHER DR 11	ACF CONSTRUCTION	SACRAMENTO	95823	I	I					
6890 LUTHER RD	HANSON TRUCK SERVICE INC	SACRAMENTO	95823	A	A					
3158 LUYUNG DR	TOLIVER PLASTERING, INC	RANCHO CORDOVA	95742	A						
3174 LUYUNG DR 3	MARTIN BROTHERS CONSTRUCTION	RANCHO CORDOVA	95742	I	I					
3174 LUYUNG DR STE 4	A+ GREEN THUMB INC	RANCHO CORDOVA	95742	I						
3174 LUYUNG DR STE 6	MM PRECISION	RANCHO CORDOVA	95742	I	I					
3181 LUYUNG DR STE B	CIMA'S LANDSCAPE & MAINTENANCE INC	RANCHO CORDOVA	95742	A	A					
3181 LUYUNG DR C	EXTRA EQUIPMENT	RANCHO CORDOVA	95742	I	I					
3190 LUYUNG DR	SOLOON FIRE CONTROL	RANCHO CORDOVA	95742	A						

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3191 LUYUNG DR	HORIZON'S PAINTING	RANCHO CORDOVA	95742	A	I					
3195 LUYUNG DR	TESTAMERICA DRILLING CORP	RANCHO CORDOVA	95742	I	I					
3200 LUYUNG DR	CAR WASH TECHNOLOGY, INC	RANCHO CORDOVA	95742	A	A					
3215 LUYUNG DR	EF & EE INC	RANCHO CORDOVA	95742	I						
3218 LUYUNG DR	ACM MACHINING, INC	RANCHO CORDOVA	95742	A	A					
3224 LUYUNG DR	INTEGRA TELECOM	RANCHO CORDOVA	95742	A						
3242 LUYUNG DR	MASON PAINTING, INC	RANCHO CORDOVA	95742	A	A					
3259 LUYUNG DR	K & T TRUCK REPAIR INC	RANCHO CORDOVA	95742	A	A					
3271 LUYUNG DR	SAC MOTORCYCLE DISMANTLERS	RANCHO CORDOVA	95742	I	A					
3277 LUYUNG DR	GOODFELLO AUTO PARTS	RANCHO CORDOVA	95742	A	A					
3282 LUYUNG DR	MIDNIGHT PERFORMANCE RACE CLINIC	RANCHO CORDOVA	95742	A	A					
3283 LUYUNG DR	FULLER EXCAVATING & DEMOLITION, INC	RANCHO CORDOVA	95742	I	I					
3289 LUYUNG DR	ALL WASTE SYSTEMS INC	RANCHO CORDOVA	95742	I	I					
3290 LUYUNG DR	U & B AUTO BODY	RANCHO CORDOVA	95742		A					
3294 LUYUNG DR	ENGLISH GARDEN CARE INC	RANCHO CORDOVA	95742		A					
3316 LUYUNG DR	STAR FLEET FILTRATION	RANCHO CORDOVA	95742	I						
3322 LUYUNG DR	GEROLAMY COMPANY	RANCHO CORDOVA	95742	I	A					
3330 LUYUNG DR	EJ MASONRY, INC	RANCHO CORDOVA	95742	A	A					
3343 LUYUNG DR	HALEY METAL FABRICATION, INC	RANCHO CORDOVA	95742	A						
3346 LUYUNG DR	TOLIVER PLASTERING INC	RANCHO CORDOVA	95742	I						
3358 LUYUNG DR STE B	EL DORADO IRON WORKS, INC	RANCHO CORDOVA	95742-6682	A						
3373 LUYUNG DR	ZUKE'S LANDSCAPE, INC	RANCHO CORDOVA	95742	A	A					
3395 LUYUNG DR STE B	WILSON CONSTRUCTION CO	RANCHO CORDOVA	95742	A	A					
3395 LUYUNG DR STE B	RANCHO CORDOVA INDEPENDENT DIES	RANCHO CORDOVA	95742	I	I					
3430 LUYUNG DR	URATA & SONS CEMENT, INC	RANCHO CORDOVA	95742	A	A					
3450 LUYUNG DR	INTERSTATE CONCRETE PUMPING INC	RANCHO CORDOVA	95742	I	I					
3479 LUYUNG DR	FOLSOM READY MIX, INC - SHOP	RANCHO CORDOVA	95742	A	A					
3489 LUYUNG DR	CENTRAL STRIPING SERVICE, INC	RANCHO CORDOVA	95742	A	A					
3501 LUYUNG DR	B & C MASONRY, INC	RANCHO CORDOVA	95742	A	A					
3510 LUYUNG DR	J L HALEY ENTERPRISES, INC	RANCHO CORDOVA	95742	A	A					
8301 LUZON AVE	RECOLOGY SERVICE CENTER	SACRAMENTO	95828	A						
8310 LUZON AVE STE 500	YNOT RECYCLE, LLC	SACRAMENTO	95828	A	A					
8351 LUZON AVE	TIMBER MOUNTAIN HARDWOOD	SACRAMENTO	95828	I						
3951 MACK RD	SUMP 128	SACRAMENTO	95823	A						
4495 MACK RD	WALGREENS #5036	SACRAMENTO	95823		A					
4495 MACK RD	T-MOBILE WEST CORP (SC06973C)	SACRAMENTO	95823	I						
4551 MACK RD	RALEY'S SUPERMARKET #438	SACRAMENTO	95823	I						
4551 MACK RD	RALEY'S SUPERMARKET #478 (HM)	SACRAMENTO	95823	I	I					
4561 MACK RD	VALLEY HI DENTAL	SACRAMENTO	95823		I					
4562 MACK RD	SF SUPERMARKET	SACRAMENTO	95823	I						
4564 MACK RD	VERIZON WIRELESS - FRANKLIN MACK	SACRAMENTO	95823	A						
4566 MACK RD	XPRESS PHOTO	SACRAMENTO	95823		I					
4639 MACK RD	VALLEY HI HARDWARE	SACRAMENTO	95823	I						

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				BP	WG	UST	AST	TIER		
4675 MACK RD	MACK ROAD ANIMAL MEDICAL CTR	SACRAMENTO	95823		I					
4700 MACK RD 4	RIVER CITY CLEANERS	SACRAMENTO	95823	I	I					
4701 MACK RD	7 DAY TIRES & AUTO REPAIR	SACRAMENTO	95823	A	A					
4900 MACK RD A	MR LUBRICATION INC	SACRAMENTO	95823	I	I					
4900 MACK RD B	KELLY'S EXPRESS CAR WASH	SACRAMENTO	95823		I	I				1
4900 MACK RD B	DUPLICATE - SEE FA0013768	SACRAMENTO	95823	I	I	I				1
4904 MACK RD	AMERICAN LUBE	SACRAMENTO	95823	A	A	I				1
5649 MACK RD	DR GEORGE S SARGETIS PC QME	SACRAMENTO	95823		I					
5661 MACK RD	AUTO ZONE	SACRAMENTO	95823	I	I					
6051 MACK RD	TARGET STORES #269 [HM]	SACRAMENTO	95823	I						
6100 MACK RD	K-MART #3565 [HM]	SACRAMENTO	95823	I	I					
6100 MACK RD	PENSKE AUTO CENTER #3565	SACRAMENTO	95823	I	I					
6100 MACK RD	AUTOZONE #5598	SACRAMENTO	95823	A	A					
6101 MACK RD	O'REILLY AUTO PARTS #2573	SACRAMENTO	95823	A	A					
6251 MACK RD	BIG 5 SPORTING GOODS #65	SACRAMENTO	95823	I						
6260 MACK RD	NEW-STAR PORTRAITS	SACRAMENTO	95823		I					
6300 MACK RD	LONGS DRUGS #175 [HM]	SACRAMENTO	95823	I	I					
6366 MACK RD	FOOD SOURCE #702	SACRAMENTO	95823	I						
6366 MACK RD	DUPLICATE - SEE FA0004840	SACRAMENTO	95823	I						
6414 MACK RD	VALLEY HI CHIROPRACTIC	SACRAMENTO	95823		I					
6490 MACK RD	SHELL FACILITY #135867	SACRAMENTO	95823	A	A	A				3
6500 MACK RD	CRLLC/76 #8883	SACRAMENTO	95823	A	A	A				2
6698 MACK RD	MACK ROAD AM/PM	SACRAMENTO	95823	A	A	A				4
10312 MACREADY AVE	MATHER AIRPORT - DELUGE PUMPS	MATHER	95655	A						
10360 MACREADY AVE STE 1	ADI SHUTTLE GROUP, LLC	MATHER	95655	A	A					
10360 MACREADY AVE 4260	ABX AIR	MATHER FIELD	95655	I	I					
10360 MACREADY AVE STE A & B	MATHER AVIATION LLC	MATHER	95655	A	A					
7840 MACY PLAZA DR	DOLLAR TREE STORE #2119	CITRUS HEIGHTS	95610	I						
3600 MADISON AVE STE 51A	NORTH VALLEY TRADE PRINTING, INC	NORTH HIGHLANDS	95660	A	A					
3600 MADISON AVE STE 51-B	THOMPSON SALES	NORTH HIGHLANDS	95660	A	I					
3600 MADISON AVE STE 51	ASAP TRADE GRAPHICS INC	NORTH HIGHLANDS	95660	I	I					
3612 MADISON AVE STE 32	COMMERCIAL MECHANICAL SERVICE INC	NORTH HIGHLANDS	95660	I	I					
3628 MADISON AVE 03	NEIGHBORS	NORTH HIGHLANDS	95660		I			I		
3701 MADISON AVE	B & M RADIATOR, INC	NORTH HIGHLANDS	95660	A	A					
3720 MADISON AVE	SAFE CREDIT UNION	NORTH HIGHLANDS	95660	A						
3805 MADISON AVE STE B	PINO'S AUTO REPAIR	NORTH HIGHLANDS	95660	A	A					
3805 MADISON AVE	PARRISH AUTOMOTIVE, INC	NORTH HIGHLANDS	95660	A	A	I				1
3827 MADISON AVE STE A	VASILKOV AUTO BODY	NORTH HIGHLANDS	95660		A					
3827 MADISON AVE	RED-D TRANSMISSION	NORTH HIGHLANDS	95660	I	I					
3840 MADISON AVE	DISCOUNT GROCERY ENTERPRISE	NORTH HIGHLANDS	95660	A	A	A				3
3845 MADISON AVE	PEST CONTROL CENTER INC	NORTH HIGHLANDS	95660		A					
3851 MADISON AVE	MONROY'S COLLISION REPAIR	NORTH HIGHLANDS	95660	A	A					
3901 MADISON AVE	SACRAMENTO DENTAL ASSN	NORTH HIGHLANDS	95660		I					

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4250 MADISON AVE	FLYERS #263	NORTH HIGHLANDS	95660	A	A	A				5
4300 MADISON AVE	CHEVRON STATION #210982	SACRAMENTO	95842	A	A	A				3
4301 MADISON AVE	QUICK QUACK CARWASH	SACRAMENTO	95842	A		I				
4609 MADISON AVE	NIELLO ACURA	SACRAMENTO	95841	A	A					
4610 MADISON AVE	BUBBA'S EXPRESS CARWASH	SACRAMENTO	95841	A						
4625 MADISON AVE	FUTURE FORD OF SACRAMENTO	SACRAMENTO	95841	A	A	A				2
4700 MADISON AVE	ARCO AM/PM #6078	SACRAMENTO	95841	A	A	A				4
4701 MADISON AVE	STARBUCKS COFFEE #2891	SACRAMENTO	95841	I	I					
4746 MADISON AVE	LES SCHWAB TIRE CENTER #625	SACRAMENTO	95841	A	A					
4811 MADISON AVE	PERFORMANCE CHEVROLET	SACRAMENTO	95841	A	A	I				3
4820 MADISON AVE	SMART & FINAL #404	SACRAMENTO	95841	I						
4848 MADISON AVE	D J ORANEN DC	SACRAMENTO	95841		I					
4915 MADISON AVE	TOSCO 76 #31286-7257	SACRAMENTO	95841	I		I				0
4915 MADISON AVE	LARRY'S TIRE & BRAKE	SACRAMENTO	95841		I					
5000 MADISON AVE B	NORTH SACRAMENTO AUTO CTR	SACRAMENTO	95841		I					
5000 MADISON AVE	MADE IN JAPAN/MADE IN AMERICA	SACRAMENTO	95841	I	I					
5000 MADISON AVE	MARSHALL AUTO SALES	SACRAMENTO	95841		A					
5001 MADISON AVE	TARGET STORE #T0311 [HM]	SACRAMENTO	95841	A	A					
5020 MADISON AVE	WALGREENS #6807	SACRAMENTO	95841	A	A					
5041 MADISON AVE	FIRESTONE COMPLETE AUTO CARE	SACRAMENTO	95841	A	A					
5045 MADISON AVE	IMJ SHELL	SACRAMENTO	95841	A	A	A				3
5105 MADISON AVE	E-Z SMOG	SACRAMENTO	95841		I					
5122 MADISON AVE	SHERWIN-WILLIAMS STORE #8082	SACRAMENTO	95841	I	A					
5149 MADISON AVE	MADISON DENTAL CARE	SACRAMENTO	95841	I	I					
5163 MADISON AVE	BESTWAY CLEANERS	SACRAMENTO	95841		I					
5211 MADISON AVE	SWANSON'S CLEANERS	SACRAMENTO	95841	I	I					
5222 MADISON AVE	MADISON DIALYSIS CLINIC	SACRAMENTO	95841	A						
5244 MADISON AVE	C B S RADIO	SACRAMENTO	95841	A						
5301 MADISON AVE, #301	SCHMIDT CHIROPRACTIC	SACRAMENTO	95841		I					
5330 MADISON AVE B	KENNETH BARRETT DC	SACRAMENTO	95841		I					
5412 MADISON AVE STE 100	EXECUTIVE CLEANERS	SACRAMENTO	95841	I	I					
5505 MADISON AVE	DIRT BUSTERS CAR WASH	SACRAMENTO	95841	I						
5777 MADISON AVE, #890	MADISON SQUARE DENTAL CARE	SACRAMENTO	95841		I					
5800 MADISON AVE BACK MALL	VERIZON WIRELESS - MADMANN	SACRAMENTO	95841	A						
5825 MADISON AVE 1	PRO LAB ONE	SACRAMENTO	95841	I	I			I		
6001 MADISON AVE	HOME DEPOT #0650	CARMICHAEL	95608	A	A					
6045 MADISON AVE	LONGS DRUG STORE #280	CARMICHAEL	95608	I	I					
6600 MADISON AVE, #05	RICHARD BROWN DDS	CARMICHAEL	95608		I					
6600 MADISON AVE, #06	GRANT MCDANIEL DDS	CARMICHAEL	95608		I					
6600 MADISON AVE, #07	DAVID W SCOTT DDS	CARMICHAEL	95608		I					
6600 MADISON AVE, #08	GARY R ACKERMAN DDS	CARMICHAEL	95608		I					
6600 MADISON AVE 110	T ROBBINS/G W OATIS JR DDS	CARMICHAEL	95608		I					
6600 MADISON AVE 12	THE PROSTHODONTIC DENTAL GROUP	CARMICHAEL	95608		I					

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6600 MADISON AVE STE 2	HANKINS/SOLANO DDS	CARMICHAEL	95608		I					
6600 MADISON AVE 3	TERASA DEGUZMAN DDS	CARMICHAEL	95608		I					
6600 MADISON AVE STE 4-A	ERIC STEINBRECHER, DDS	CARMICHAEL	95608		I					
6601 MADISON AVE	JOHN SANTAMARIA DDS	CARMICHAEL	95608		I					
6651 MADISON AVE	MED CENTER	CARMICHAEL	95608		I					
6716 MADISON AVE A1	HAMBY CHIROPRACTIC	FAIR OAKS	95628		I					
6721 MADISON AVE	MADISON CAR WASH	FAIR OAKS	95628	I		I				2
7349 MADISON AVE	JIMBOY'S TACOS	CITRUS HEIGHTS	95621			I				4
7350 MADISON AVE	STANTON OPTICAL	FAIR OAKS	95628	I	I	I				3
7509 MADISON AVE	VERIZON WIRELESS NORTH RIDGE	CITRUS HEIGHTS	95610	A						
7551 MADISON AVE	UCD MEDICAL GROUP	CITRUS HEIGHTS	95610		I					
7600 MADISON AVE	NORTH RIDGE COUNTRY CLUB	FAIR OAKS	95628	A	A					
7803 MADISON AVE 380	STEPHEN R ESTES DDS	CITRUS HEIGHTS	95610		I					
7811 MADISON AVE	SUNRISE AT THE OASIS	CITRUS HEIGHTS	95610	I						
7837 MADISON AVE	SUNRISE CLEANERS	CITRUS HEIGHTS	95610	I	I					
7899 MADISON AVE	CRLLC/76 #5424	CITRUS HEIGHTS	95610	A	A	A				3
7901 MADISON AVE	URAPAR PETROLEUM, INC	CITRUS HEIGHTS	95610	A	A	A				4
7901 MADISON AVE	PROPEL FUELS URAPAR PETROLEUM, IN	CITRUS HEIGHTS	95610	A	A	A				2
8035 MADISON AVE, #C	RICHARD TALBOT DDS	CITRUS HEIGHTS	95610		I					
8035 MADISON AVE D1	ROBERT HAYES	CITRUS HEIGHTS	95610		I					
8035 MADISON AVE, #E2	CARL H TRUBSCHENCK DDS	CITRUS HEIGHTS	95610		I					
8035 MADISON AVE, #E4	RUSSELL E WEAVER DDS	CITRUS HEIGHTS	95610		I					
8035 MADISON AVE, #F2	PAUL KATZ DDS	CITRUS HEIGHTS	95610		I					
8035 MADISON AVE, #G1	STEVEN L BROWN DDS	CITRUS HEIGHTS	95610		I					
8055 MADISON AVE	MEDCLINIC	CITRUS HEIGHTS	95610	I	I					
8080 MADISON AVE, #202	LAURENCE/MARLEEN MASUOKA DDS	FAIR OAKS	95628		I					
8089 MADISON AVE 2	ALMOND ORCHARD DENTAL CARE	CITRUS HEIGHTS	95610		I					
8101 MADISON AVE	OILSTOP, INC	FAIR OAKS	95628	A	A					
8121 MADISON AVE, #A1	VALLEY ORTHODONTIC SPECIALISTS	FAIR OAKS	95628		I					
8301 MADISON AVE	VERIZON WIRELESS - BELLA VISTA HIGH	FAIR OAKS	95628	A						
8852 MADISON AVE	DOLLAR TREE STORE #1268	FAIR OAKS	95628	I						
8864 MADISON AVE	O'REILLY AUTO PARTS #2799	FAIR OAKS	95628	I	A					
8865 MADISON AVE	SHELL FACILITY #135286	FAIR OAKS	95628	I	I	I				3
8870 MADISON AVE	RALEY'S SUPERMARKET #421	FAIR OAKS	95628	I	I					
8900 MADISON AVE	CHEVRON STATION #94244	FAIR OAKS	95628	A	A	A				2
8901 MADISON AVE	ARCO 83265	FAIR OAKS	95628	A	A	A				4
8907 MADISON AVE	FAIR OAKS LAWN & GARDEN EQUIP	FAIR OAKS	95628		I					
8925 MADISON AVE	SAFeway INC #1846	FAIR OAKS	95628	I						
9180 MADISON AVE	SASD MADISON AVE PUMP STN (S134)	FAIR OAKS	95628	A						
9352 MADISON AVE, #3	WELLNESS CHIROPRACTIC	ORANGEVALE	95662		I					
9372 MADISON AVE STE 7	DRY CLEAN 4 U	ORANGEVALE	95662	A	A					
9399 MADISON AVE 104	V R PATEL DDS	ORANGEVALE	95662		I					
9401 MADISON AVE	OHRI'S GAS AND MINI MART	ORANGEVALE	95662	A	A	A				4

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
9407 MADISON AVE	PLACER SIERRA BANK	ORANGEVALE	95662	I						
9415 MADISON AVE	VERIZON WIRELESS - LUPITAS	ORANGEVALE	95662	A						
9415 MADISON AVE	99 CENTS ONLY STORES #233	ORANGEVALE	95662	I	A					
9465 MADISON AVE	LES SCHWAB TIRE CENTER #633	ORANGEVALE	95662	A	A					
9479 MADISON AVE	CVS/PHARMACY #9980	FOLSOM	95630	I	A					
146 MAGNOLIA AVE	RIVER DELTA UNIFIED SCHOOL DISTRICT	COURTLAND	95615	A	A					
154 MAGNOLIA AVE	COURTLAND FIRE DEPARTMENT #91	COURTLAND	95615	A						
10 MAIN AVE STE 10	MCM CONSTRUCTION INC	SACRAMENTO	95838	I						
10 MAIN AVE STE 1	DIVISION NINE	SACRAMENTO	95838	I	I					
30 MAIN AVE STE 5	WAYNE PERRY, INC	SACRAMENTO	95838	A						
51 MAIN AVE	EBARA TECHNOLOGIES, INC	SACRAMENTO	95838	A	A	I				1
60 MAIN AVE	MARKSTEIN BEVERAGE CO	SACRAMENTO	95838	A	A	A				2
121 MAIN AVE	CARLSON LOGISTICS, INC	SACRAMENTO	95838	A						
125 MAIN AVE	QUALEX INCORPORATED	SACRAMENTO	95838	I	I			I		
125 MAIN AVE	IMS INC	SACRAMENTO	95838	I						
135 MAIN AVE	SASCO ELECTRIC	SACRAMENTO	95838	I	I					
160 MAIN AVE	ACI AUTOMOTIVE	SACRAMENTO	95838	I						
161 MAIN AVE	STARWEST BOTANICALS, INC	SACRAMENTO	95838	A	A					
610 MAIN AVE	GREENWAY ENTERPRISES	SACRAMENTO	95838	I						
1621 MAIN AVE	CENTRAL FREIGHT LINES, INC	SACRAMENTO	95838	A	A					
1627 MAIN AVE STE 2	AMERICAN EXPOSITION SERVICES INC	SACRAMENTO	95838	I						
1627 MAIN AVE STE 4	NORANDEX BUILDING MATERIALS DISTRIBUTOR	SACRAMENTO	95838	I						
1627 MAIN AVE 8	MOTHERS CAKE & COOKIE CO	SACRAMENTO	95838	I						
1627 MAIN AVE	PRO LOGIX WEST	SACRAMENTO	95838	I	I					
1630 MAIN AVE	C & R PIER MFG	SACRAMENTO	95838	I						
1635 MAIN AVE STE 3	HD SUPPLY FACILITIES MAINT (HG2109)	SACRAMENTO	95838	I	I					
1644 MAIN AVE STE 1	CFM EQUIPMENT DISTRIBUTORS, INC	SACRAMENTO	95838	A	A					
1710 MAIN AVE	MC TRANSPORTATION	SACRAMENTO	95838	I	A					
1748 MAIN AVE	WESTERN INTEGRATED TECHNOLOGIES	SACRAMENTO	95838		A					
1812 MAIN AVE STE 100	DIVISION NINE	SACRAMENTO	95838	I						
1816 MAIN AVE	ENVIRONMENTAL PRECAST INC	SACRAMENTO	95838	I	I					
4900 MAIN AVE	SASD ARDEN GOLD PUMP STN (S059)	FAIR OAKS	95628	A					I	
5682 MAIN AVE	AMERICAN FOOD STORE	ORANGEVALE	95662	A	A	A				2
5940 MAIN AVE	PREDATOR PAINTBALL	ORANGEVALE	95662	I						
5951 MAIN AVE	PACIFIC BELL TELEPHONE CO - AT&T CA	ORANGEVALE	95662	A	I	I				1
6105 MAIN AVE STE 10	DAVE'S EUROPEAN MOTORS	ORANGEVALE	95662	I	I					
6105 MAIN AVE STE 10	AIR TECHNOLOGY HEATING & A/C	ORANGEVALE	95662	I						
6105 MAIN AVE STE 1	JAPAN AUTO CARE	ORANGEVALE	95662	I	I					
6140 MAIN AVE	LAKESHORE PACIFIC	ORANGEVALE	95662	I	I					
6144 MAIN AVE	RIEBES AUTO PARTS	ORANGEVALE	95662	I						
6211 MAIN AVE	AMERICAN MOTORCYCLE SERVICE SPECIALTY	ORANGEVALE	95662		A					
6220 MAIN AVE STE 1 & 2	BUNKER MOTORSPORTS, INC	ORANGEVALE	95662	A						
6228 MAIN AVE STE A	SLIPFORM CONCRETE	ORANGEVALE	95662	I	I					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
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6235 MAIN AVE	THE DRYWALL COMPANY, INC	ORANGEVALE	95662	A						
6235 MAIN AVE	THE DRYWALL CO	ORANGEVALE	95662	I						
6236 MAIN AVE STE 10	MIKE VOLLMER PERFORMANCE AUTOMC	ORANGEVALE	95662	I	I					
6236 MAIN AVE STE 14	WALTHER WRENCH WORKS	ORANGEVALE	95662	A	A					
6236 MAIN AVE STE 3 & 4	STEVE'S SMALL CAR REPAIR	ORANGEVALE	95662	A	A					
6236 MAIN AVE STE 6	BUD WALMER'S AUTO MACHINE SERVI	ORANGEVALE	95662	I	I					
6248 MAIN AVE STE C	SAFARI CHIROPRACTIC	ORANGEVALE	95662		I					
6253 MAIN AVE D	CHICKEN RANCH	ORANGEVALE	95662		I					
6317 MAIN AVE C	CENTURY POOLS	ORANGEVALE	95662	I	I					
6321 MAIN AVE	ONE STOP MAIN CLEANERS	ORANGEVALE	95662		I					
6321 MAIN AVE STE G	EURO CYCLES	ORANGEVALE	95662	I	I					
6326 MAIN AVE STE 12	BREMEN MOTOR WORKS AG, INC	ORANGEVALE	95662	A	A					
6326 MAIN AVE STE 15	PERFORMANCE POWDER COATING	ORANGEVALE	95662	A						
6326 MAIN AVE 15	GENESIS AUTOBODY INC	ORANGEVALE	95662	I	I					
6326 MAIN AVE UNIT 18	J C PERFORMANCE	ORANGEVALE	95662		I					
6326 MAIN AVE STE 26	AUTO CRAFT SERVICES, INC	ORANGEVALE	95662	A	A					
6326 MAIN AVE 30	MAVERICK MOTORS	ORANGEVALE	95662	I	I					
6326 MAIN AVE STE 30	EXTREME GEAR OFF ROAD INC	ORANGEVALE	95662	I	I					
6330 MAIN AVE STE 4	G GLENN PLASTERING	ORANGEVALE	95662	I	I					
6331 MAIN AVE, #A	MAIN AVE HEATING & AIR COND	ORANGEVALE	95662			I				2
6331 MAIN AVE	DAVE'S EUROPEAN MOTORS	ORANGEVALE	95662	A	A					
6487 MAIN AVE	JOE UPTAIN-VILLA DC	ORANGEVALE	95662		I					
1 MAIN ST	MARINE TECH	ISLETON	95641	I	I					
2 1/2 MAIN ST	CERTIFIED AUTO	ISLETON	95641	I	I					
64 MAIN ST	FRONTIER CITIZENS TELECOM CO OF C/	ISLETON	95641	A						
475 MAIN ST	AT & T MOBILITY - NORWOOD & MAIN	SACRAMENTO	95838	A						
6236 MAIN ST STE 16	EBERSOLE SWEEPING INC	ORANGEVALE	95662	I	I					
6326 MAIN ST UNIT 31	NOR-CAL MOTORSPORTS	ORANGEVALE	95662	I						
10200 MALAGA WAY	CALIFORNIA AMERICAN WATER CO -	RANCHO CORDOVA	95670	A					I	
2361 MANNING ST	LAWN & ORDER	SACRAMENTO	95815		I					
2400 MANNING ST	SAC VALLEY JANITORIAL	SACRAMENTO	95815	I						
2401 MANNING ST	CORFEE CAR CARE	SACRAMENTO	95815	A	A					
2417 MANNING ST STE A	TRUCK CITY AUTO SALES	SACRAMENTO	95815	I	I					
2417 MANNING ST B	NAJI'S AUTO SALE & REPAIR	SACRAMENTO	95815		I					
2430 MANNING ST STE A	S & N AUTO ELECTRIC	SACRAMENTO	95815		A					
2431 MANNING ST A	JLR AUTOMOTIVE REPAIR	SACRAMENTO	95815	I	I					
2431 MANNING ST B	B & R INC	SACRAMENTO	95815		I					
2431 MANNING ST STE B	SZEREMI SWEEPING SERVICE LLC	SACRAMENTO	95815	I	I					
4005 MANZANITA AVE STE 17	DAVITA MANZANITA DIALYSIS CENTER	CARMICHAEL	95608	A						
4005 MANZANITA AVE 24	CARMICHAEL ACE HARDWARE	CARMICHAEL	95608	I						
4005 MANZANITA AVE STE 45	JUDI'S CLEANERS, INC	CARMICHAEL	95608	A	A					
4005 MANZANITA AVE 50	MICHAEL D WHEATON DDS	CARMICHAEL	95608		I					
4005 MANZANITA AVE 51	LESLIE'S SWIMMING POOL SUPPLIES #31	CARMICHAEL	95608	I						

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4005 MANZANITA AVE	BEL AIR MARKET #511	CARMICHAEL	95608	I						
4010 MANZANITA AVE	DUPLICATE - SEE FA0013001	CARMICHAEL	95608	I	I					
4010 MANZANITA AVE	RITE AID #6044	CARMICHAEL	95608	I	A					
4040 MANZANITA AVE	SAFEWAY STORE & FUEL CENTER #1560	CARMICHAEL	95608	A	A	A				3
4101 MANZANITA AVE	AMBER FLOW, INC	CARMICHAEL	95608	A	A	A				3
4115 MANZANITA AVE	SACRAMENTO CAT HOSPITAL	CARMICHAEL	95608		I					
4156 MANZANITA AVE STE 100	MED 7 URGENT CARE CENTER	CARMICHAEL	95608		I					
4444 MANZANITA AVE, #1	CRESTVIEW CHIROPRACTIC	CARMICHAEL	95608		I					
4444 MANZANITA AVE STE 2	THE PRINT CENTER	CARMICHAEL	95608		I					
4555 MANZANITA AVE	KELLY MOORE PAINT	CARMICHAEL	95608	I	I					
4625 MANZANITA AVE	JOHNNY CHIANG'S ASIAN FUSION	CARMICHAEL	95608	I		I				3
4626 MANZANITA AVE	MANZANITA SHELL #1009	CARMICHAEL	95608	I	I	I				3
4700 MANZANITA AVE	CAMELLIA CITY CHEVRON	CARMICHAEL	95608	A	A	A				3
4706 MANZANITA AVE	FIRESTONE TIRE AND SERVICE #3539	CARMICHAEL	95608	I	I					
4708 MANZANITA AVE	SAVE MART SUPERMARKET #601	CARMICHAEL	95608	I	I			I		
4708 MANZANITA AVE	SAVE MART #601	CARMICHAEL	95608		A					
4747 MANZANITA AVE	ICI DULUX PAINTS	CARMICHAEL	95608	I						
4787 MANZANITA AVE	SHERWIN-WILLIAMS CO	CARMICHAEL	95608	I	I					
4990 MANZANITA AVE	VCA SACRAMENTO ANIMAL MEDICAL GR	CARMICHAEL	95608		I					
5120 MANZANITA AVE 160	MANZANITA DIALYSIS CENTER	CARMICHAEL	95608	I						
5150 MANZANITA AVE	ARCO AM/PM #00358	CARMICHAEL	95608	A	A	A				3
5200 MANZANITA AVE	MADISON SERVICE	CARMICHAEL	95608	A	A	A				3
5227 MANZANITA AVE	HARBOR FREIGHT TOOLS	CARMICHAEL	95608	I						
5318 MANZANITA AVE	ESKATON CARE CTR MANZANITA-LHCF	CARMICHAEL	95608	A						
5615 MANZANITA AVE	FREDRICK HOWE DDS	CARMICHAEL	95608		I					
5615 MANZANITA AVE	ROBERT TILLY DDS	CARMICHAEL	95608		I					
5729 MANZANITA AVE 2	SIERRA VIEW LANDSCAPE	CARMICHAEL	95608		I					
5729 MANZANITA AVE STE 5	HOOFER'S WELDING	CARMICHAEL	95608	A	I					
5809 MANZANITA AVE	CIRCLE K STORES, INC #2700951	CARMICHAEL	95608	A	A	A				2
5813 MANZANITA AVE STE A	CHANDELLE MOTORSPORTS	CARMICHAEL	95608	I	I					
5813 MANZANITA AVE, #C	DOVETAIL CABINETS	CARMICHAEL	95608		I					
5813 MANZANITA AVE STE E	A-NEU TERMITE CONTROL INC	CARMICHAEL	95608		I					
1957 MARCONI AVE B	JDM IMPORTS	SACRAMENTO	95815	I	I					
1957 MARCONI AVE	BROWNIE MUFFLER CO	SACRAMENTO	95815	I						
2005 MARCONI AVE	7-ELEVEN STORE #34492	SACRAMENTO	95821	A	A	A				4
2140 MARCONI AVE	AMERICAN AUTO CARE & TIRE	SACRAMENTO	95821	A	A					
2140 MARCONI AVE	DUPLICATE - SEE FA0009657	SACRAMENTO	95821	I	I					
2150 MARCONI AVE	TOWER MART #130	SACRAMENTO	95821	A	A	A				3
2420 MARCONI AVE	BEN ALI VETERINARY CLINIC	SACRAMENTO	95821		I					
2443 MARCONI AVE	ISA: ARCADE LIBRARY	SACRAMENTO	95821	I						
2547 MARCONI AVE	FIRESTONE COMPLETE AUTO CARE #354	SACRAMENTO	95821	A	A					
2549 MARCONI AVE	MARCONI 76	SACRAMENTO	95821	A	A	A				4
2700 MARCONI AVE	WAL-MART #5982	SACRAMENTO	95821		A					

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2709 MARCONI AVE STE B	VILLAGE CLEANERS	SACRAMENTO	95821	I	A					
2735 MARCONI AVE	SAVE MART SUPERMARKET #624	SACRAMENTO	95821		A					
2750 MARCONI AVE	VOGUE CLEANERS	SACRAMENTO	95821		I					
2804 MARCONI AVE	PRYDE'S PAINT AND PAPER	SACRAMENTO	95821	I						
2830 MARCONI AVE	GREGORY C TINLOY DDS	SACRAMENTO	95821		I					
3333 MARCONI AVE	DEL PASO COUNTRY CLUB	SACRAMENTO	95821	A	A					
3447 MARCONI AVE	JIFFY LUBE #2354	SACRAMENTO	95821	A	A					
3518 MARCONI AVE	RALEY'S SUPERMARKET #416	SACRAMENTO	95821	I	I					
3524 MARCONI AVE	PAC BELL TELEPHONE CO - AT&T CALIF	SACRAMENTO	95821	A	A	A				2
3600 MARCONI AVE	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95821	A						
3625 MARCONI AVE	SURE WEST BROADBAND (HUB #2)	SACRAMENTO	95821	A						
3629 MARCONI AVE	DENTAL X-RAY AND TECHNOLOGY	SACRAMENTO	95821		I					
3701 MARCONI AVE STE 100	SACRAMENTO SUBURBAN WATER DIST	SACRAMENTO	95821	A						
3704 MARCONI AVE 5	KELLY R GUY DDS	SACRAMENTO	95821		I					
3825 MARCONI AVE	MARCONI & WATT CHIROPRACTIC	SACRAMENTO	95821		I					
3825 MARCONI AVE	RODNEY D SCHELL DC	SACRAMENTO	95821		I					
3901 MARCONI AVE	DENTAL OFFICES	SACRAMENTO	95821		I					
4111 MARCONI AVE	SBC-PACIFIC BELL (UB-639)	SACRAMENTO	95821	I	I					
4224 MARCONI AVE	ARCO #00442	SACRAMENTO	95821	A	A	A				3
4241 MARCONI AVE	RITE AID # 6403	SACRAMENTO	95821	I	A					
4249 MARCONI AVE	PAUL CARTER'S AUTOMOTIVE	SACRAMENTO	95821	I	I					
4300 MARCONI AVE	O'REILLY AUTO PARTS #2587	SACRAMENTO	95821	A	A					
4301 MARCONI AVE	D L GASKILL D C	SACRAMENTO	95821		I					
4309 MARCONI AVE	AT&T MOBILITY-EASTERN MARCONI (974	SACRAMENTO	95821	A						
4317 MARCONI AVE	SUNSHINE CENTER	SACRAMENTO	95821		I					
4343 MARCONI AVE, #5	GUY CLARK DC	SACRAMENTO	95821		I					
4350 MARCONI AVE, #100	DAVID M LEWIS DDS	SACRAMENTO	95821		I					
4350 MARCONI AVE 200	CAPITAL ORAL SURGERY	SACRAMENTO	95821		I					
4350 MARCONI AVE, #300	HERB C JENSEN JR DDS	SACRAMENTO	95821		I					
4350 MARCONI AVE, #300	LISA J DOBAK DDS	SACRAMENTO	95821		I					
4400 MARCONI AVE	BEVERLY KODAMA DDS	SACRAMENTO	95821		I					
4501 MARCONI AVE	SSW DISTRICT GREENWOOD/MARCONI \	SACRAMENTO	95821	A						
4850 MARCONI AVE	GEORGE A MCKEE DDS	CARMICHAEL	95608		I					
4955 MARCONI AVE STE B	SPOTLESS CLEANERS	CARMICHAEL	95608		A					
4959 MARCONI AVE	CVS/PHARMACY #9809	CARMICHAEL	95608	I	A					
5025 MARCONI AVE	EVE'S MARKET	CARMICHAEL	95608	I						
5038 MARCONI AVE	AT & T MOBILITY - WALNUT - KENNETH (E	CARMICHAEL	95608	I						
5049 MARCONI AVE	CARMICHAEL CHEVRON	CARMICHAEL	95608	A	A	A				3
5101 MARCONI AVE	AUTO ZONE	CARMICHAEL	95608	I						
5705 MARCONI AVE STE B	MARCONI WATT CHIROPRACTIC	CARMICHAEL	95608		I					
5707 MARCONI AVE STE B	EDWARD M ORGON DDS	CARMICHAEL	95608		I					
5707 MARCONI AVE STE D	BARATTA CHIROPRACTIC	CARMICHAEL	95608		I					
5715 MARCONI AVE STE B	BETTER HEALTH CHIROPRACTIC	CARMICHAEL	95608		I					

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5723 MARCONI AVE STE A	DEL ORO CAREGIVER	CARMICHAEL	95608	I						
5805 MARCONI AVE	RICHARD B SHIPP DDS	CARMICHAEL	95608		I					
5807 MARCONI AVE	LAWRENCE M PORTER DDS	CARMICHAEL	95608		I					
1912 MARCONI CIR	7 DAY AUTO SALES	SACRAMENTO	95815	I	I					
2701 MARINA VIEW DR	SACRAMENTO MARINA	SACRAMENTO	95818	A	A	A				1
MARINA DR	WILLIAM DOUGLAS AMENT MARINE SVCI	ISLETON	95641	A	A					
6138 MARIPOSA AVE	TILE OUTLET	CITRUS HEIGHTS	95610	I						
2300 MARITIME DR	FIRE STATION 75	ELK GROVE	95758	A						
2730 MARITIME DR	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95758	A						
600 N MARKET BLVD 1	BRABANT DENTAL LABORATORY	SACRAMENTO	95834	I	I					
600 N MARKET BLVD 1	BRABANT DENTAL LABORATORY	SACRAMENTO	95834		I					
600 N MARKET BLVD	AIR RESOURCES BOARD	SACRAMENTO	95834	I	I					
601 N MARKET BLVD, #350	SIR SPEEDY PRINTING CENTER	SACRAMENTO	95834		I					
631 N MARKET BLVD STE A	RIVER CITY AQUATICS	SACRAMENTO	95834	A						
631 N MARKET BLVD	THE WOOD GUYS LLC	SACRAMENTO	95834	I						
631 N MARKET BLVD H	KREATIVE KUSTOMS	SACRAMENTO	95834		I					
631 N MARKET BLVD, #J	CAPITAL VALLEY MUFFLER/BRAKES	SACRAMENTO	95834	I	I					
631 N MARKET BLVD M	ROYAL TRUCK BODY	SACRAMENTO	95834	I	I					
631 N MARKET BLVD, #U	STEVE'S AUTO & TRUCK REPAIR	SACRAMENTO	95834		I					
701 N MARKET BLVD	VERIZON WIRELESS - NORTHGATE	SACRAMENTO	95834	A						
719 N MARKET BLVD	AT&T MOBILITY - NATOMAS (9673)	SACRAMENTO	95834	A						
731 N MARKET BLVD STE 3	SOLAR INDUSTRIES INC	SACRAMENTO	95834	I						
731 N MARKET BLVD STE M	SCHEIDEL'S FLEET SERVICE, INC	SACRAMENTO	95834	A	A					
809 N MARKET BLVD STE 11	SACRAMENTO KENWORTH CO	SACRAMENTO	95834	A	A					
809 N MARKET BLVD UNIT 1	CIRCUIT SOLUTION INC	SACRAMENTO	95834	I	I					
809 N MARKET BLVD, #B	ACI AUTOMOTIVE	SACRAMENTO	95834	I						
839 N MARKET BLVD	SWIM'S AUTO REPAIR	SACRAMENTO	95834	I	I					
843 N MARKET BLVD STE A	A-1 CHIMNEY	SACRAMENTO	95834	I						
905 N MARKET BLVD	GOLD COUNTRY MANAGEMENT, INC	SACRAMENTO	95834	A						
909 N MARKET BLVD	SHAW INDUSTRIES INC	SACRAMENTO	95834	I						
917 N MARKET BLVD STE B	MAC FOREIGN & DOMESTIC	SACRAMENTO	95834	I	I					
917 N MARKET BLVD STE C	REVOLUTION AUTO BODY	SACRAMENTO	95834	I	I					
917 N MARKET BLVD	JOHN DEERE CONSUMER	SACRAMENTO	95834	I						
946 N MARKET BLVD	ALCAL SPECIALITY CONTRACTING, INC	SACRAMENTO	95834	A						
1015 N MARKET BLVD STE 1	FRAZEE PAINT AND WALLCOVERING	SACRAMENTO	95834	I	I					
1015 N MARKET BLVD STE 2	GOLDEN STATE FLOORING	SACRAMENTO	95834	I						
1015 N MARKET BLVD 8	STERLING BUSINESS FORMS	SACRAMENTO	95834	I	I					
1015 N MARKET BLVD STE 8	YOUNG ELECTRIC SIGN CO	SACRAMENTO	95834	I	I					
1015 N MARKET BLVD, #9	WESTERN PARCEL EXPRESS	SACRAMENTO	95834	I	I					
1037 N MARKET BLVD STE 1	SIGLER	SACRAMENTO	95834	A						
1037 N MARKET BLVD STE 3	HARRY BUNFILL URETHANE ROOFING	SACRAMENTO	95834	A	I					
1100 N MARKET BLVD	HERAKLES, LLC	SACRAMENTO	95834	A	I					
1143 N MARKET BLVD 4	MATHEWS MFG COMPANY	SACRAMENTO	95834	I	I					

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1227 N MARKET BLVD	SASCO ELECTEK	SACRAMENTO	95834	A						
1301 N MARKET BLVD	J.E. HIGGINS LUMBER COMPANY	SACRAMENTO	95834	A						
1329 N MARKET BLVD STE 120	SCHINDLER ELEVATOR CORP	SACRAMENTO	95834	A	A					
1337 N MARKET BLVD STE 100	PACIFIC EXTREME SERVICES	SACRAMENTO	95834	I	I					
1337 N MARKET BLVD STE 200	UNIVERSAL FLOORING, INC	SACRAMENTO	95834	A						
1415 N MARKET BLVD	TRI-CITY MAILING & PRINTING	SACRAMENTO	95834		I					
1417 N MARKET BLVD 1	SIGNET TESTING LAB	SACRAMENTO	95834	I						
1418 N MARKET BLVD 300A	AIRGAS NCN	SACRAMENTO	95834	I						
1418 N MARKET BLVD STE 300	ANALGESIC SERVICES INC	SACRAMENTO	95834	A						
1419 N MARKET BLVD STE 10	SCHINDLER ELEVATOR CORP	SACRAMENTO	95834	I	I					
1421 WEST N MARKET BLVD	REXEL	SACRAMENTO	95834	A						
1424 N MARKET BLVD STE 10	BELTSERVICE CORP	SACRAMENTO	95834	A						
1424 N MARKET BLVD STE 50	SHERWIN-WILLIAMS STORE #8250	SACRAMENTO	95834	A	I					
1425 N MARKET BLVD STE 1	STS	SACRAMENTO	95834	I						
1427 N MARKET BLVD 1	OMEGA MACHINE & TOOL INC	SACRAMENTO	95834	I	I					
1427 N MARKET BLVD STE 9	AMES FIRE & WATERWORKS	SACRAMENTO	95834	I	I					
1429 N MARKET BLVD 5	NEX MACHINE CORP	SACRAMENTO	95834	I	I					
1431 N MARKET BLVD STE 1	LINCARE INC	SACRAMENTO	95834	A						
1431 N MARKET BLVD	CARRIER CORP	SACRAMENTO	95834	I	I					
1435 N MARKET BLVD STE 5	TILE OUTLET	SACRAMENTO	95834	I						
1500 N MARKET BLVD	INLAND BUSINESS SYSTEMS	SACRAMENTO	95834	I	I					
1700 N MARKET BLVD STE 103	TRUGREEN CO	SACRAMENTO	95834	A	I					
1700 N MARKET BLVD 105	LITHO DEVELOPMENT & RESEARCH	SACRAMENTO	95834	I						
1700 N MARKET BLVD STE 107-B	PRINTER ON RETAINER	SACRAMENTO	95834		I					
1720 N MARKET BLVD STE 101	MOTHERS CAKE & COOKIE CO	SACRAMENTO	95834	I						
1720 N MARKET BLVD	RRS INDUSTRIES	SACRAMENTO	95834	I						
1784 N MARKET BLVD	MSA: ARENA WELL (W37)	SACRAMENTO	95834	A						
1418W N MARKET BLVD STE 100A	RAYMOND HANDLING CONCEPTS CORP	ROCKLIN	95834	I	I					
4105 S MARKET CT C	YOUNG ELECTRIC SIGN CO	SACRAMENTO	95834	I						
4105 S MARKET CT	DIVERSIFIED MARINE PRODUCTS	SACRAMENTO	95834	I						
4119 S MARKET CT STE B	SOUTHERN WINE & SPIRITS OF NO CA	SACRAMENTO	95834	A						
4119 S MARKET CT STE C	JOHN DEERE LANDSCAPES INC	SACRAMENTO	95834	I						
4119 S MARKET CT STE E	WESTERN HYDRO CORPORATION	SACRAMENTO	95834	I						
4119 S MARKET CT	HORIZON HIGH REACH & EQUIPMENT	SACRAMENTO	95834	I	I					
4130 S MARKET CT	AT & T CORP (CA2211)	SACRAMENTO	95834	I						
4205 S MARKET CT	YEAGER TILE CO, INC	SACRAMENTO	95834	A	I					
4219 S MARKET CT STE L	AP ENTERPRISES	SACRAMENTO	95834	I	I					
4219 S MARKET CT N	PRO LINE	SACRAMENTO	95834		I					
4219 S MARKET CT STE N	EXCEL PHOTOGRAPHERS	SACRAMENTO	95834		I					
4237 S MARKET CT STE F	CONTRACTOR'S TOOL REPAIR, INC	SACRAMENTO	95834	A	A					
4237 S MARKET CT STE F	CONTRACTOR'S TOOL REPAIR	SACRAMENTO	95834	I	I					
4244 S MARKET CT A	APRIA HEALTHCARE INC [HM]	SACRAMENTO	95834	I						
4244 S MARKET CT C	HUSSMAN REFRIGERATION	SACRAMENTO	95834	I	I					

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				BP	WG	UST	AST	TIER	CalARP	
4244 S MARKET CT STE D	CA BEARHFTI	SACRAMENTO	95834-1243	A	I					
4247 S MARKET CT STE H	PACIFIC PULMONARY SERVICES	SACRAMENTO	95834	I						
14165 MARKET ST	CAPITOL AIR SYSTEMS INC	WALNUT GROVE	95690	I	I					
1101 W MARKET BLVD, #5N	NORCAL ELECTRIC SUPPLY INC	SACRAMENTO	95834	I						
1415 W MARKET BLVD 3	BAY MICROFILM INC	SACRAMENTO	95834		I					
1424 W MARKET BLVD, #100B	CENTRAL GARDEN AND PET COMP	SACRAMENTO	95834	I	I					
1424 W MARKET BLVD, #200B	WAYNE DALTON	SACRAMENTO	95834	I	I					
745 MARNICE RD	BRASHER'S SACRAMENTO AUTO AUCTIC	RIO LINDA	95673	A	A					
3530 MARSH POINT DR	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95758	A						
3937 MARSHALL AVE	KEN & JOHN'S AUTO REPAIR	CARMICHAEL	95608	A	A					
9848 MARS WAY	CA AMERICAN WATER - MARS WELL	SACRAMENTO	95827	A					I	
3301 MARTIN LUTHER KING JR BLVD	SACRAMENTO CITY FIRE STATION 6	SACRAMENTO	95817	A						
3416 MARTIN LUTHER KING JR BLVD	ODOM'S MOWER SHOP	SACRAMENTO	95820	A	A					
5551 MARTIN LUTHER KING JR BLVD	DHILLON'S SAC SHELL	SACRAMENTO	95820	A	A	A				4
6400 MARTIN LUTHER KING JR BLVD ST	CHAT AUTO SALES	SACRAMENTO	95823		I					
6418 MARTIN LUTHER KING JR BLVD	SELECT AUTO CARE	SACRAMENTO	95823	A	A					
6608 MARTIN LUTHER KING JR BLVD	SUPER TIRE SHOP	SACRAMENTO	95823	I	I					
1817 MARYAL DR, #300	FRED DEHN DC	SACRAMENTO	95825		I					
3091 MARYSVILLE BLVD	QUICK STOP SMOG & MORE	SACRAMENTO	95815	A	A					
3121 MARYSVILLE BLVD	AUTO ZONE #5594	SACRAMENTO	95815	A	A					
3190 MARYSVILLE BLVD STE B	QUICK LUBE	SACRAMENTO	95815		I					
3190 MARYSVILLE BLVD	FIREHOUSE MUFFLERS	SACRAMENTO	95815	I						
3213 MARYSVILLE BLVD	CLEANING CIRCUS	SACRAMENTO	95815	I	I					
3244 MARYSVILLE BLVD	HOGS ALL AUTO CARE	SACRAMENTO	95815	I	I					
3271 MARYSVILLE BLVD	SACRAMENTO CITY WELL #136	SACRAMENTO	95815	I					I	
3296 MARYSVILLE BLVD	QUIK STOP MARKET #96	SACRAMENTO	95815	A	A	A				2
3550 MARYSVILLE BLVD	CITY OF SAC - KINNEY POLICE GARAGE	SACRAMENTO	95838	A	A	A				2
3622 MARYSVILLE BLVD	AMAZING GRACE DELUX WASH	SACRAMENTO	95838	I	I					
3739 MARYSVILLE BLVD	INDUS GASOLINE	SACRAMENTO	95838	I		I				3
3921 MARYSVILLE BLVD	VALLEY TIRE & WHEEL	SACRAMENTO	95838		I					
3940 MARYSVILLE BLVD	T AND J TIRE AND WHEEL LLC	SACRAMENTO	95838		I					
4020 MARYSVILLE BLVD	US AUTO SALES	SACRAMENTO	95838		A					
4701 MARYSVILLE BLVD	SUNSET LAWN CHAPEL OF THE CHIMES	SACRAMENTO	95838	A	A					
6 MASSIE CT	CALIFORNIA HIGHWAY PATROL	SACRAMENTO	95823	A	A	I				1
33 MASSIE CT STE B	SMOG MASTERS	SACRAMENTO	95823	I						
33 MASSIE CT	RED D TRANSMISSION	SACRAMENTO	95823	A	A					
2931 MATHER FIELD RD	SERVO GASOLINE	RANCHO CORDOVA	95670	A	A	A				3
3000 MATHER FIELD RD	PACIFIC SUPPLY	RANCHO CORDOVA	95670	A	A					
3240 MATHER FIELD RD	VERIZON WIRELESS - MILLS STATION	RANCHO CORDOVA	95670	A						
3329 MATHER FIELD RD	CRLLC/76 #0477	RANCHO CORDOVA	95670	A	A	A				3
3342 MATHER FIELD RD	RANCHO CORDOVA ANIMAL MED CTR	RANCHO CORDOVA	95670		I					
3450 MATHER FIELD RD	AMERICAN TOWER CORP SITE #300804	MATHER	95670	I						
3450 MATHER FIELD RD	NEXTEL CELL SITE CA 0220	RANCHO CORDOVA	95670	A						

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10474 MATHER BLVD	SACRAMENTO CO OFFICE OF EDUCATIO	MATHER	95655	A						
3450 MATHER DR	SPRINT NEXTEL CELL SITE CA0220	RANCHO CORDOVA	95670	I						
MATHER RD	SHOPPETTE	SACRAMENTO	95655			I				0
6516 MATTOS LN	MANLEY & SONS TRUCKING, INC	SACRAMENTO	95829	A	A					
4634 MAYHEW RD	DELTA CONSTRUCTION COMPANY, INC	SACRAMENTO	95827	A	A					
5820 MAYHEW RD	ANRAK CORPORATION	SACRAMENTO	95827	A	A	A				1
5848 MAYHEW RD	GRANITE CONSTRUCTION CO	SACRAMENTO	95826	I	I					
MCCLELLAN AFB	SBC-PACIFIC BELL (UB642)	SACRAMENTO	95652	I						
MCCLELLAN BUSINESS PARK	TESORO RAIL CAR LEASED STRG TRACT	MCCLELLAN	95652	I						
5000 MCCLOUD DR	FOOTHILL HIGH SCHOOL [HM]	SACRAMENTO	95842	A	A			I		
6801 MCCOMBER ST	DIVERSIFIED TRUCK & TRAILER REPAIR	SACRAMENTO	95828	I	I					
6804 MCCOMBER ST	FAGAN MASONRY INC	SACRAMENTO	95828	I	I					
6809 MCCOMBER ST	B & W CONSTRUCTION	SACRAMENTO	95828	I	I					
6813 MCCOMBER ST	AHERN RENTALS	SACRAMENTO	95828	A	A					
6829 MCCOMBER ST	MERCHANTS METALS	SACRAMENTO	95828	A	I					
6834 MCCOMBER ST	BUICK BONERY	SACRAMENTO	95828		A					
6837 MCCOMBER ST	BORG FENCE & DECKS	SACRAMENTO	95828	A	I					
6845 MCCOMBER ST	HI TECH DRYWALL, INC	SACRAMENTO	95828	I						
6853 MCCOMBER ST	PACIFIC WEST LATH & PLASTER, INC	SACRAMENTO	95828	A	A					
6860 MCCOMBER ST	AQUA POOL & SPA	SACRAMENTO	95828	I						
6909 MCCOMBER ST	WILLIAMS LUMBER INC (SHOP SITE)	SACRAMENTO	95828	I	I					
6917 MCCOMBER ST	DISPENSER BEVERAGES	SACRAMENTO	95828	I						
6920 MCCOMBER ST	DIVERSIFIED TRUCK & TRAILER REPAIR	SACRAMENTO	95828	I	I					
6921 MCCOMBER ST	DULLES INDUSTRIES	SACRAMENTO	95828	A	A					
6990 MCCOMBER ST 7	ALEX AUTOBODY	SACRAMENTO	95828		I					
7006 MCCOMBER ST	ABHS AUTO RECYCLING	SACRAMENTO	95828	A	A					
7024 MCCOMBER ST	ELK GROVE WASTE MANAGEMENT LLC	SACRAMENTO	95828	A						
7040 MCCOMBER ST	PAYLESS AUTO DISMANTLERS	SACRAMENTO	95828	A	A					
7050 MCCOMBER ST STE 2	AUTO EXPRESS, INC	SACRAMENTO	95828	A	A					
7050 MCCOMBER ST	CAPITOL CITY PROPANE	SACRAMENTO	95828	A						
7090 MCCOMBER ST	FLORIN COUNTY WATER DISTRICT	SACRAMENTO	95828	I	I					
7122 MCCOMBER ST	H & N TOWING	SACRAMENTO	95828	A	A					
7124 MCCOMBER ST STE 1	BRIGHTSTAR AUTO REPAIR	SACRAMENTO	95828	A	A					
7124 MCCOMBER ST STE 2	KC AUTO BODY SHOP REPAIR	SACRAMENTO	95828	I	I					
7124 MCCOMBER ST STE 3	QUINN'S AUTOBODY	SACRAMENTO	95828		I					
7124 MCCOMBER ST STE 4	R & B AUTO SERVICE	SACRAMENTO	95828	A	A					
7124 MCCOMBER ST STE 5	MILLENNIUM AUTO REPAIR	SACRAMENTO	95828	I	I					
7124 MCCOMBER ST 6	RADMAND POWER SPORTS	SACRAMENTO	95828		I					
7124 MCCOMBER ST	L & N AUTOBODY & REPAIR	SACRAMENTO	95828		I					
1503 MCCORMACK AVE	TOM'S REFRIGERATION SERVICE, INC	SACRAMENTO	95811	I	I					
1517 MCCORMACK ST	POWER BRAKE SALES	SACRAMENTO	95811	A	A					
13390 MCFARLAND	PACHECO DAIRY	GALT	95632	I						
12121 MCKENZIE RD	VAN WARMERDAM DAIRY	GALT	95632	I	I					

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12281 MCKENZIE RD	VAN WARMERDAM DAIRY	GALT	95632	I						
5401 MCMAHON DR	TRAN'S AUTO BODY & PAINT	SACRAMENTO	95824	A	A					
6130 MCNAIR CIR	HERTZ RENT A CAR	SACRAMENTO	95837	A	A	A				2
6230 MCNAIR CIR	NATIONAL CAR RENTAL	SACRAMENTO	95837	A	A	A				1
6320 MCNAIR CIR	ALAMO RENT A CAR	SACRAMENTO	95837	A	A	A				1
6340 MCNAIR CIR	ENTERPRISE RENT A CAR	SACRAMENTO	95837	A	A	A				1
6400 MCNAIR CIR	DOLLAR RENT A CAR	SACRAMENTO	95837	A	A	A				1
6420 MCNAIR CIR	BUDGET RENT A CAR SYSTEM, INC	SACRAMENTO	95837	A	A	A				1
6520 MCNAIR CIR	AVIS RENT A CAR SYSTEM, LLC	SACRAMENTO	95837	A	A	A				2
8352 MCNIE AVE	ADCO TRANSMISSIONS OF SAC	SACRAMENTO	95828	I	I					
8352 MCNIE AVE	ELITE AUTO CENTER INC	SACRAMENTO	95828	I						
9205 MEADOW GROVE WAY	ELK GROVE WATER SERVICE WELL #04	ELK GROVE	95624	I						
8230 MEADOWHAVEN DR	CA AMERICAN WATER COUNTRYSIDE W	SACRAMENTO	95828	A					I	
1420 MEADOWVIEW RD	WALGREENS #13597	SACRAMENTO	95832		A					
1461 MEADOWVIEW RD	HOME DEPOT #1003	SACRAMENTO	95832	A	A					
1481 MEADOWVIEW RD	UNITED GAS & FOOD, INC	SACRAMENTO	95832	A	A	A				3
2450 MEADOWVIEW RD	PANNELL MEADOWVIEW POOL	SACRAMENTO	95832	A						
2800 MEADOWVIEW RD	OFFICE OF EMERGENCY SERVICES	SACRAMENTO	95832	I	I	I				0
2812 MEADOWVIEW RD	MEADOWVIEW CITY SERVICE CENTER	SACRAMENTO	95832	A	A	A				3
3100 MEADOWVIEW RD	SACRAMENTO JOB CORPS CENTER	SACRAMENTO	95832	A	A					
3250 MEADOWVIEW RD	FIELD MAINTENANCE SHOP #32	SACRAMENTO	95832	I	I					
3288 MEADOWVIEW RD	STATE OF CALIF - FOOD/AG	SACRAMENTO	95832	A	A					
3292 MEADOWVIEW RD	STATE OF CALIF - FOOD/AG, CTR FOR AM	SACRAMENTO	95832	A	A					
3294 MEADOWVIEW RD	CA DEPT OF FOOD & AG/PLANT PEST DI/	SACRAMENTO	95832	A	A					
500 MEDIA PL	AT&T MOBILITY-CHANNEL 31 (9703)	SACRAMENTO	95815	A						
500 MEDIA PL	KMAX TV 31	SACRAMENTO	95815	I	I					
500 MEDIA PL	ADELANTE MEDIA OF CALIFORNIA	SACRAMENTO	95815	A						
12800 MEISS RD	UTTERBACK SOD FARM	SLOUGHHOUSE	95683	I						
13000 MEISS RD	JOHN BACKER DAIRY	SLOUGHHOUSE	95683	I						
13790 MEISS RD	NILSEN FARMS	WILTON	95693	I						
15000 MEISS RD	HARDESTY SAND & GRAVEL	SLOUGHHOUSE	95683	A	A					
2528 MENDEL WAY	AT&T MOBILITY-WEST EL CAMINO (9753)	SACRAMENTO	95833	A						
2825 MENDEL WAY	DOYLE PARK POOL	SACRAMENTO	95833	A					I	
10454 MENLO OAKS CT	SOARES PROPERTY	ELK GROVE	95624			I				2
2714 MERCANTILE DR	HOT DOTS	RANCHO CORDOVA	95742		I					
2415 MERCANTILE DR	HUB CONSTRUCTION SPECIALITIES, INC	RANCHO CORDOVA	95742	A						
2419 MERCANTILE DR STE E	BARRY PAULSEN'S BOAT CENTER	RANCHO CORDOVA	95742	I	I					
2421 MERCANTILE DR STE A	HD SUPPLY CONSTRUCTION SUPPLY LTI	RANCHO CORDOVA	95742	A	A					
2421 MERCANTILE DR STE F	HOLESHOT	RANCHO CORDOVA	95742	A	A					
2425 MERCANTILE DR	SHERM'S GOLD RIVER AUTO BODY	RANCHO CORDOVA	95742	A	A					
2429 MERCANTILE DR STE A	RING & PINION SERVICE	RANCHO CORDOVA	95742	A	A					
2431 MERCANTILE DR STE G	RIVER CITY PRINTERS, LLC	RANCHO CORDOVA	95742	A	A					
2441 MERCANTILE DR	FOLSOM LAKE FORD FLEET CENTER	RANCHO CORDOVA	95742	A	A					

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2455 MERCANTILE DR STE 100	REP COR	RANCHO CORDOVA	95742	A						
2459 MERCANTILE DR	ARTISTIC COLLISION CENTER INC	RANCHO CORDOVA	95742		A					
2477 MERCANTILE DR STE E	AURA HARDWOOD LUMBER, INC	RANCHO CORDOVA	95742	A						
2483 MERCANTILE DR STE A	CALIFORNIA INTERIOR	RANCHO CORDOVA	95742	I	A					
2483 MERCANTILE DR B	SCRIBNER ENGINEERING	RANCHO CORDOVA	95742	I	I					
2504 MERCANTILE DR C	SCOTT MACHINERY	RANCHO CORDOVA	95742	I	I					
2530 MERCANTILE DR STE A	FERRARI'S HOT RODS	RANCHO CORDOVA	95742	A	A					
2530 MERCANTILE DR E	HI TECH FABRICATION	RANCHO CORDOVA	95742	I						
2530 MERCANTILE DR G	PRECISION METAL SERVICES	RANCHO CORDOVA	95742	I						
2539 MERCANTILE DR D	QUALITY DISCOUNT FRAME CO	RANCHO CORDOVA	95742	I						
2546 MERCANTILE DR STE A	STROPPINI ENTERPRISES	RANCHO CORDOVA	95742	A	A					
2546 MERCANTILE DR STE C	A PLUS CAR CARE	RANCHO CORDOVA	95742	I	I					
2550 MERCANTILE DR STE A	LIQUID SERVICE CENTER	RANCHO CORDOVA	95742	A	A					
2550 MERCANTILE DR STE B	CONCRETE SURFACING SYSTEMS INC	RANCHO CORDOVA	95742	I	I					
2550 MERCANTILE DR STE D	SIERRA PACIFIC HOME & COMFORT, INC	RANCHO CORDOVA	95742	A	I					
2561 MERCANTILE DR STE A	LA-Z-BOY FUNITURE GALLERIES	RANCHO CORDOVA	95742	I	I					
2576 MERCANTILE DR C	ROBERT SIMAS FLOOR COMPANY	RANCHO CORDOVA	95742	I						
2587 MERCANTILE DR	PAPER PROCESSORS INC	RANCHO CORDOVA	95742	I	I					
2590 MERCANTILE DR STE M	PACIFIC BELL TELEPHONE CO - AT&T CA	RANCHO CORDOVA	95742	A	A					
2591 MERCANTILE DR STE A	FOLSOM LAKE ASPHALT, INC	RANCHO CORDOVA	95742	A	A					
2591 MERCANTILE DR STE B	WARLOCKS	RANCHO CORDOVA	95742	I						
2591 MERCANTILE DR STE C	INTERNATIONAL MARINE TECHNOLOGIE	RANCHO CORDOVA	95742	I						
2615 MERCANTILE DR	SBC-PACIFIC BELL (UC-67R)	RANCHO CORDOVA	95742	I	I	I				2
2616 MERCANTILE DR	ADEMA TECHNOLOGIES INC	RANCHO CORDOVA	95742	I	I					
2620 MERCANTILE DR	TRIAMID FACILITIES MAINT INC/MALONE'	RANCHO CORDOVA	95742	A						
2645 MERCANTILE DR STE A	PACFUL	RANCHO CORDOVA	95742	I	I					
2650 MERCANTILE DR STE A	COLLECTOR CAR GARAGE	RANCHO CORDOVA	95742	I	I					
2650 MERCANTILE DR B	LAUDER PHOTOGRAPHIC INC	RANCHO CORDOVA	95742	I						
2660 MERCANTILE DR A	PACIFIC VALLEY FIRE PROTECTION	RANCHO CORDOVA	95742	I	I					
2660 MERCANTILE DR STE E	ATW & FLEET SERVICES	RANCHO CORDOVA	95742	A	A					
2660 MERCANTILE DR STE F	SUN FABRICATIONS	RANCHO CORDOVA	95742	I						
2664 MERCANTILE DR STE A	HARTIN AND HUME INC	RANCHO CORDOVA	95742		I					
2665 MERCANTILE DR	SUNRISE MFG, INC	RANCHO CORDOVA	95742	A						
2750 MERCANTILE DR STE 600	WAL-MART STORE #2457 - WAREHOUSE	RANCHO CORDOVA	95742	I						
2750 MERCANTILE DR	COMTEK COMPUTER SYSTEMS INC	RANCHO CORDOVA	95742	I	I					
2751 MERCANTILE DR STE 600	SCP DISTRIBUTORS, LLC	RANCHO CORDOVA	95742	A						
2751 MERCANTILE DR STE 900	GROUP MANUFACTURING SERVICES, INI	RANCHO CORDOVA	95742	A	A					
6600 MERCY CT, #200	GREGG DAVIDSON DDS	FAIR OAKS	95628		I					
6600 MERCY CT, #220	HOWARD C PETTIGREW DDS	FAIR OAKS	95628		I					
6600 MERCY CT, #295	ALAN GOLSHANARA DDS	FAIR OAKS	95628		I					
6600 MERCY CT	MICHAEL KRIEGER DDS	FAIR OAKS	95628		I					
6614 MERCY CT	ORTHOPAEDIC SURGERY	FAIR OAKS	95628		I					
3812 MERRILY WAY	SSW DISTRICT MERRILY/ANNADALE WEL	SACRAMENTO	95841	A						

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10261 MEURET RD	LANCE CLOTHIER	WILTON	95693	I						
7191 MICHEGAN BAR RD	RUMAN RANCH	SLOUGHHOUSE	95683	I	I					
9500 MICRON AVE, #108	CHALK CHIROPRACTIC	SACRAMENTO	95827		I					
2 MIDWAY AVE 1	CLARION WOODCRAFT	SACRAMENTO	95817	I	I					
6040 MIDWAY AVE STE 5	BUCHANAN GENERAL	SACRAMENTO	95828	I						
6040 MIDWAY AVE	HARLOW RECOVERY INC	SACRAMENTO	95828	I	I					
6050 MIDWAY AVE	ELK GROVE WASTE MANAGEMENT LLC	SACRAMENTO	95828	I						
13106 MIDWAY AVE	ROCHA BROS. DAIRY	GALT	95632	I						
6000 MIDWAY ST STE 100	IMPORT MOTORWERKES	SACRAMENTO	95828	I	I					
6000 MIDWAY ST STE 150	JONATHAN MARCOS AUTO BODY & PAIN	SACRAMENTO	95828		I					
6000 MIDWAY ST STE 200	COUNTER COAT	SACRAMENTO	95828	I	I					
6000 MIDWAY ST STE 22	TRUCK CITY	SACRAMENTO	95828		I					
6000 MIDWAY ST STE 26A	JM AUTO BODY	SACRAMENTO	95828		A					
6000 MIDWAY ST STE 28	MR METALS INC	SACRAMENTO	95828	I						
6000 MIDWAY ST STE 400	FALLEN LEAF TREE SERVICE	SACRAMENTO	95828	I	I					
6000 MIDWAY ST STE 400	O J V SHEETMETAL & GUTTERS	SACRAMENTO	95828	I						
6000 MIDWAY ST STE 500	AAA STEEL FABRICATIONS, INC	SACRAMENTO	95828	A						
6001 MIDWAY ST	CAMPBELL CONCRETE OF NORTHERN	SACRAMENTO	95828	I			I			
6050 MIDWAY ST STE 14	ELK GROVE FENCE	SACRAMENTO	95828	I						
6050 MIDWAY ST 14	SANCHEZ WELDING	SACRAMENTO	95828	I						
6270 MIDWAY ST BLDG 655	DEPT OF THE ARMY AMSA-98	SACRAMENTO	95828	A	A					
MILE POST 122,9	ELK GROVE	ELK GROVE	95624			I				1
6453 MILES LN	MANNING'S MOTORVATORS LLC	SACRAMENTO	95608	I	I					
510 MILL ST	FOLSOM CONVALESCENT HOSPITAL-LHC	FOLSOM	95630	A						
2828 MILLS PARK DR, #D	JAMES R BEAMS DDS	RANCHO CORDOVA	95670		I					
2828 MILLS PARK DR	RONALD E BUHLER DDS	RANCHO CORDOVA	95670		I					
9944 MILLS STATION RD STE 2	NOR CAL RV BODY INC	SACRAMENTO	95827		I					
9944 MILLS STATION RD STE A	GOLDEN INTERSTATE SWEEPING	RANCHO CORDOVA	95827	I	I					
9944 MILLS STATION RD B	NATIONAL SANITARY SUPPLY CO	SACRAMENTO	95827	I						
9946 MILLS STATION RD	C N JOLLY CABINETS INC	SACRAMENTO	95827	I						
9950 MILLS STATION RD	CENVEO	SACRAMENTO	95827	A	A					
10054 MILLS STATION RD C	DST OUTPUT	SACRAMENTO	95827	I	I					
10054 MILLS STATION RD	SPEC-WEST	SACRAMENTO	95827	A	A					
10057 MILLS STATION RD	GRANITE OUTLET INC	SACRAMENTO	95827	I						
10060 MILLS STATION RD	HD SUPPLY REPAIR & REMODEL, LLC	SACRAMENTO	95827	A	A					
10117 MILLS STATION RD D	DISNEY TILE & MARBLE	SACRAMENTO	95827	I						
10117 MILLS STATION RD STE E	WAREHOUSE PAINT	SACRAMENTO	95827	A						
10161 MILLS STATION RD	U-HAUL MOVING & STORAGE OF MATHEI	SACRAMENTO	95827	A						
10246 MILLS STATION RD	7-ELEVEN #14098	RANCHO CORDOVA	95670	A	A	A				2
2300 MINE SHAFT LN	RAY'S RV	RANCHO CORDOVA	95742	I						
10300 MINGO RD	RIVER CITY WASTE RECYCLERS	GALT	95632	I						
10035 MISSILE WAY	CLASSIC MARINE	MATHER AFB	95655	I	I					
10035 MISSILE WAY	PLACER FIRE EQUIPMENT INC	MATHER	95655	I	I					

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				BP	WG	UST	AST	TIER		
10056 MISSILE WAY	SHERIFF DEPT AIR OPER BUREAU	MATHER AFB	95655	I	I					
10150 MISSILE WAY	AMERICAN RIVER COLLEGE - MATHER S	MATHER AFB	95655	A	A					
10150 MISSILE WAY	PRINTING SERVICES	MATHER	95655		A					
10157 MISSILE WAY	MATHER AIRPORT - EQUIP MAINT SHOP	MATHER	95655	A	A					
10201 MISSILE WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95826	A					I	
10203 MISSILE WAY	PLACER FIRE EQUIPMENT INC	MATHER	95655	I	I					
10203 MISSILE WAY EAST WING	CLASSIC MARINE	MATHER	95655	I	I					
1225 MISSION AVE	VERIZON WIRELESS - VALLEY OAK PARK	CARMICHAEL	95608	A						
2424 MISSION AVE	MIKE'S DISCOUNT FOODS	CARMICHAEL	95608	I						
2447 MISSION AVE A	BRIAN FAHEY DDS	SACRAMENTO	95864		I					
2447 MISSION AVE B	NORMAN W JACOBS DDS	CARMICHAEL	95608		I					
3630 MISSION AVE	MISSION CARMICHAEL HLTHCARE-LHCF	CARMICHAEL	95608	A						
3637 MISSION AVE STE A5	PATH LOGIC	CARMICHAEL	95608		I				I	
432 M ST	RIO LINDA VETERINARY CLINIC	RIO LINDA	95673		I					
732 M ST	RIO LINDA GAS & MART	RIO LINDA	95673	A	A	A				3
800 M ST	RITE AUTO BODY SHOP, INC	RIO LINDA	95673	I	A					
11362 MONIER PARK PL, #3A	BRUDER INDUSTRY	RANCHO CORDOVA	95742	I	I					
11362 MONIER PARK PL	BOP AUTO RECYCLING	RANCHO CORDOVA	95742	I	I					
11366 MONIER PARK PL	THETA WORKS, INC	RANCHO CORDOVA	95742	A	A					
11368 MONIER PARK PL	COLOURPRESS	RANCHO CORDOVA	95742	I	I					
3219 MONIER CIR	WINDSOR PROPELLER CO, INC	RANCHO CORDOVA	95742	A	A					
3221 MONIER CIR	PACIFIC COAST BODY PARTS	RANCHO CORDOVA	95742		I					
3225 MONIER CIR	INTEGRATED IDEAS/TECHNOLOGIES	RANCHO CORDOVA	95742	I	I				I	
3234 MONIER CIR STE A	FINISH LINE	RANCHO CORDOVA	95742	I	A					
3234 MONIER CIR STE E	ENGLISH MANUFACTURING INC	RANCHO CORDOVA	95742	I						
3234 MONIER CIR STE F	AUTO EXPRESSIONS SERVICE CENTER,	RANCHO CORDOVA	95742	A	A					
3235 MONIER CIR STE 1	WESCO ENTERPRISES	RANCHO CORDOVA	95742	A	I					
3239 MONIER CIR STE 1 & 2	BARI'S AUTOMOTIVE	RANCHO CORDOVA	95742		I					
3239 MONIER CIR STE 1	MORENO MUFFLER	RANCHO CORDOVA	95742		I					
3239 MONIER CIR STE 4	ET MATERIALS LLC	RANCHO CORDOVA	95742	I	A					
3250 MONIER CIR STE B	HERITAGE DRYWALL INC	RANCHO CORDOVA	95742	I						
3250 MONIER CIR G/H	GEROLAMY COMPANY	RANCHO CORDOVA	95742		I					
3251 MONIER CIR STE A	RUSSELL MECHANICAL INC	RANCHO CORDOVA	95742	A	I					
3255 MONIER CIR	RUSSELL MECHANICAL INC	RANCHO CORDOVA	95742	I	A					
3257 MONIER CIR STE E	ATO PERFORMANCE TRANSMISSIONS	RANCHO CORDOVA	95742	A	A					
3259 MONIER CIR STE 100	ARMORED WORKS, LLC	RANCHO CORDOVA	95742	I						
3261 MONIER CIR STE 100	ARMORED WORKS, LLC	RANCHO CORDOVA	95742	A						
3261 MONIER CIR STE 400	SEASICK WAKE ACCESSORIES	RANCHO CORDOVA	95742	I						
3261 MONIER CIR STE 500	J & K ELECTRONIC METALS	RANCHO CORDOVA	95742	I						
3263 MONIER CIR STE F	AMERICAN RIVER PROPELLER	RANCHO CORDOVA	95742	A	I					
3265 MONIER CIR STE A	THORNHILL ENGINEERING	RANCHO CORDOVA	95742	I						
3265 MONIER CIR STE B	METALCLOAK	RANCHO CORDOVA	95742	I						
3265 MONIER CIR STE D	THORNHILL ENGINEERING	RANCHO CORDOVA	95742	I						

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3267 MONIER CIR	EWING IRRIGATION PRODUCTS, INC	RANCHO CORDOVA	95742	A	I					
3290 MONIER CIR	RUBICON EXPRESS	RANCHO CORDOVA	95742	I	I					
3295 MONIER CIR, #C	EL DORADO CUSTOM TILE	RANCHO CORDOVA	95742	I						
3298 MONIER CIR, #130	S T ELECTRONICS	RANCHO CORDOVA	95742		I					
3300 MONIER CIR, #120	WILES CONSTRUCTION	RANCHO CORDOVA	95742		I					
3300 MONIER CIR STE 150	EVERBRITE	RANCHO CORDOVA	95742	A						
3304 MONIER CIR STE 110	RISO PRODUCTS OF SACRAMENTO	RANCHO CORDOVA	95742	A						
3309 MONIER CIR STE 1	VOLVO INDEPENDENT SERVICE	RANCHO CORDOVA	95742	A	A					
3309 MONIER CIR 4	CONCRETE SURFACING SYSTEMS IN	RANCHO CORDOVA	95742	I						
3310 MONIER CIR STE 10	CUSTOM ART STONE	RANCHO CORDOVA	95742	I						
3310 MONIER CIR STE 1	VOLVO INDEPENDENT SERVICE	RANCHO CORDOVA	95742	I	I					
3310 MONIER CIR STE 2	ERIC'S AUTOMOTIVE	RANCHO CORDOVA	95742	I	I					
3310 MONIER CIR STE 7	CALIFORNIA WINDOW & SIDING CO	RANCHO CORDOVA	95742	I						
3324 MONIER CIR 4	AA DRIVE SHAFT OF SACRAMENTO	RANCHO CORDOVA	95742		I					
3324 MONIER CIR STE 9	MOORE'S FIL AM AUTOMOTIVE	RANCHO CORDOVA	95742		I					
3324 MONIER CIR	WILLARD DAVIS PLUMBING INC	RANCHO CORDOVA	95742	I	I					
3358 MONIER CIR STE 1	WEBSTER INDUSTRIES	RANCHO CORDOVA	95742	I	I					
3365 MONIER CIR	NORMAC, INC	RANCHO CORDOVA	95742	A	I					
3374 MONIER CIR STE 1	COLLECTOR CAR GARAGE	RANCHO CORDOVA	95742		I					
7338 MONOGRAM DR	WELL 26-MONUMENT	SACRAMENTO	95842	I					I	
3434 MONTAZUMA CIR	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95826	I					I	
3200 MONTGOMERY WAY	AT & T MOBILITY - 5TH AVE (14381)	SACRAMENTO	95817	I						
98 MONTROSE CT	PACIFIC BELL TELEPHONE CO - AT&T CA	FOLSOM	95630	A	I					
50 MONTROSE DR	MIDAS AUTO SERVICE EXPERTS	FOLSOM	95630	A	A					
330 MONTROSE DR	KINDRED HOSPITAL SACRAMENTO	FOLSOM	95630	A	I					
3749 MOONBEAM DR	CA AMERICAN WATER-MOONBEAM WELL	SACRAMENTO	95827	A					I	
503 MOREY AVE	MOREY AVENUE WAREHOUSE	SACRAMENTO	95838	I	I					
MORMAN ST	LAKESIDE MEMORIAL LAWN	FOLSOM	95630	I	I					
MORRISON CREEK/STEINER DR	MSA:53RD & STEINER STORM DRAIN PUI	SACRAMENTO	95823	A	I				I	
8510 MORRISON CREEK DR	ORNAMENTAL IRON SUPPLY, INC	SACRAMENTO	95828	A						
8535 MORRISON CREEK DR STE B	ADVANCED COMPUTER RECYCLING INC	SACRAMENTO	95828		I					
8535 MORRISON CREEK DR	J C NELSON SUPPLY CO	SACRAMENTO	95828	I						
8540 MORRISON CREEK DR	TOTAL SITE MAINTENANCE	SACRAMENTO	95828	I	I					
8549 MORRISON CREEK DR	SIERRA CONCRETE CUTTING & BREAKIN	SACRAMENTO	95828	A	A					
8580 MORRISON CREEK DR STE A	VICTORY AUTOBODY & PAINT	SACRAMENTO	95828	I	A					
8580 MORRISON CREEK DR STE B	MORRISON AUTO PAINT & SUPPLY	SACRAMENTO	95828	A						
8600 MORRISON CREEK DR	COPART, INC	SACRAMENTO	95828	A						
8651 MORRISON CREEK DR	MACCAFERRI	SACRAMENTO	95828	I						
8671 MORRISON CREEK DR STE 100	ARREOLA'S COMPLETE LANDSCAPING S	SACRAMENTO	95828	A	A					
53 MORRISON AVE	PENSKE TRUCK LEASING CO LP	SACRAMENTO	95838	A	A	A				2
2025 MORSE AVE	KAISER FOUNDATION HOSPITAL MORSE	SACRAMENTO	95825	A	A	A				1
6000 MORTONO ST	GCS ENVIRONMENTAL EQUIPMENT SER'	SACRAMENTO	95828	I			I			
8000 MOUNTAIN AVE	T-MOBILE WEST CORP (SC06993A)	ORANGEVALE	95662	I						

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2736 MUIR WAY	MUIR WAY MARKET [HM]	SACRAMENTO	95818	I						
345 MUNROE ST	SUNRISE ASSISTED LIVING OF SACTO	SACRAMENTO	95825	A						
541 MUNROE ST	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95825	I					I	
3112 MURCHISON WAY	LIBERTY MOBILE	CARMICHAEL	95608		I					
7175 MURIETA DR	RANCHO MURIETA COUNTRY STORE	SLOUGHHOUSE	95683	A	A	A				4
7206 MURIETA DR	RMCS D MAIN LIFT NORTH	RANCHO MURIETA	95683	A						
7238 MURIETA DR, #A5	MURIETA ANIMAL HOSPITAL	SLOUGHHOUSE	95683		I					
7238 MURIETA DR	RANCHO MURIETA ACE HARDWARE	SLOUGHHOUSE	95683	I						
7248 MURIETA DR	PLAZA FOODS	SLOUGHHOUSE	95683	I						
7443 MURIETA DR HANG A	SAN JOAQUIN HELICOPTERS	RANCHO MURIETA	95683	I	I					
7443 MURIETA DR	RANCHO MURIETA AIRPORT, INC	SLOUGHHOUSE	95683	A	A	I				4
3355 MYRTLE AVE STE 210	CABRERA SERVICES	NORTH HIGHLANDS	95660	A						
3415 MYRTLE AVE	NEXTEL CELL SITE CA1800	NORTH HIGHLANDS	95660	A						
3437 MYRTLE AVE STE 390	DWB SECURITY SERVICES, INC	NORTH HIGHLANDS	95660		A					
3710 MYRTLE AVE	OAKDALE WELL #17	NORTH HIGHLANDS	95660	I					I	
4737 MYRTLE AVE	MARIAN'S AUTO REPAIR	SACRAMENTO	95841	I	A					
4740 MYRTLE AVE 3	C & E AUTO REPAIR	SACRAMENTO	95841	I	I					
4801 MYRTLE AVE	CLASS ACT PLUMBING INC	SACRAMENTO	95841	I						
4817 MYRTLE AVE	GRIFFIN ELECTRIC INC	SACRAMENTO	95841	I						
1936 NAOMI WAY	THE EARTH STATION II	SACRAMENTO	95815	A	A					
7901 NAPA AVE	VACANT BUILDING	SACRAMENTO	95826			I				0
NATIONAL/LENNANE DR	MSA: NATIONAL WELL (W36)	SACRAMENTO	95834	A					I	
826 NATIONAL DR STE 100	PENSKE TRUCK LEASING CO, LP	SACRAMENTO	95834	A	I					
826 NATIONAL DR STE 190	PILOT AIR FREIGHT	SACRAMENTO	95834	I						
855 NATIONAL DR STE 101	CALIFORNIA SERVICE TOOL INC	SACRAMENTO	95834	I						
855 NATIONAL DR STE 105	SPEC-WEST	SACRAMENTO	95834	I						
855 NATIONAL DR STE 109	HUSSMANN CORPORATION	SACRAMENTO	95834	I	I					
860 NATIONAL DR STE 200	CALIFORNIA SHEET METAL INC	SACRAMENTO	95834	A						
875 NATIONAL DR STE 107	YESCO, LLC	SACRAMENTO	95834	A	A					
900 NATIONAL DR STE 100	FIRST DISTRIBUTORS INC	SACRAMENTO	95834	I						
900 NATIONAL DR STE 120	SBC POOL CORP	SACRAMENTO	95834	I						
925 NATIONAL DR STE 107	MIDSTATE SPECIALTIES, INC	SACRAMENTO	95834	I						
1045 NATIONAL DR STE 9	MERRY X-RAY CHEMICAL CORP	SACRAMENTO	95834	A	A					
1065 NATIONAL DR STE 1-7	DFI TECHNOLOGIES, LLC	SACRAMENTO	95834	A						
1065 NATIONAL DR	J B COMPANY	SACRAMENTO	95834	I						
1101 NATIONAL DR STE A	GENESIS VACUUM TECHNOLOGIES INC	SACRAMENTO	95834	I	I		I			
1165 NATIONAL DR	ALL WEATHER INCORPORATED	SACRAMENTO	95834	A	A					
1168 W NATIONAL DR STE 10	CITIBANK NA	SACRAMENTO	95834	I	A					
1231 NATIONAL DR	CINTAS CORPORATION	SACRAMENTO	95834	A	I			A		
1281 NATIONAL DR	BERGEN BRUNSWIG DRUG	SACRAMENTO	95834	I		I				1
1419 NATIONAL DR	ARAMARK UNIFORM SERVICES	SACRAMENTO	95834	A	A			A		
1500 NATIONAL DR STE A	MIDSTATE SPECIALTIES, INC	SACRAMENTO	95834	I						
1500 NATIONAL DR STE E	CLOPAY BUILDING PRODUCTS	SACRAMENTO	95834	I						

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1520 NATIONAL DR	CORE-MARK INTERNATIONAL, INC	SACRAMENTO	95834	A						
1620 NATIONAL DR	SHAW INDUSTRIES, INC	SACRAMENTO	95834	I						
1700 NATIONAL DR	STATE OF CA DEPT OF GENERAL SERVIC	SACRAMENTO	95834	A						
830 W NATIONAL DR STE 150	STAR PIPE PRODUCTS	SACRAMENTO	95834	I						
1045 W NATIONAL DR STE 19	WESCO DISTRIBUTION INC	SACRAMENTO	95834	A						
1045 W NATIONAL DR STE 7	G C PRODUCTS INC	SACRAMENTO	95834	I						
1166 W NATIONAL DR STE 30	PACIFIC PULMONARY SERVICES	SACRAMENTO	95834	A						
1168 W NATIONAL DR STE 50/60	CARRIER CORPORATION	SACRAMENTO	95834	A	A					
1168 W NATIONAL DR 70	TERMINIX	SACRAMENTO	95834	A						
1420 W NATIONAL DR	PACIFIC FRESH SEA FOOD CO	SACRAMENTO	95834	A	A				A	
1625 W NATIONAL DR STE 100	CHIPMAN MOVING & STORAGE	SACRAMENTO	95834	I						
1625 W NATIONAL DR STE 110	EXIDE TECHNOLOGIES	SACRAMENTO	95834	A						
520 NATOMA STATION DR	FOLSOM CAR CARE CENTER	FOLSOM	95630	A	A					
560 E NATOMA ST	FOLSOM CORRECTIONAL RESOURCE	FOLSOM	95630	I	I					
560 E NATOMA ST	AT&T MOBILITY - FOLSOM (9711)	FOLSOM	95630	A						
560 E NATOMA ST	FOLSOM CRRF	FOLSOM	95630	I	I					
600 E NATOMA ST	STATE OF CALIFORNIA FOOD/AGR	FOLSOM	95630	I						
1942 E NATOMA ST	CITY OF FOLSOM - ZONE 4 PUMP STN	FOLSOM	95630	A						
46 NATOMA ST	CITY OF FOLSOM POLICE DEPT	FOLSOM	95630	A						
47 NATOMA ST, #A	KELLY M CRIDER DDS	FOLSOM	95630		I					
47 NATOMA ST, #F	KURT W THOMPSON DDS	FOLSOM	95630		I					
48 NATOMA ST	FOLSOM FIRE DEPARTMENT	FOLSOM	95630	I	I					
50 NATOMA ST	COMCAST CABLE - FOLSOM HUB	FOLSOM	95630	A						
50 NATOMA ST	FOLSOM CITY HALL	FOLSOM	95630	A						
51 NATOMA ST	FOLSOM FUEL	FOLSOM	95630	A	A	A				3
95 NATOMA ST	CIRCLE K STORE #2700955	FOLSOM	95630	I						
118 NATOMA ST	JOHN CROFT DDS	FOLSOM	95630		I					
205 NATOMA ST	SCOTT A REIMAN DDS	FOLSOM	95630		I					
309 NATOMA ST	L TED BRUSH JR DDS	FOLSOM	95630		I					
316 NATOMA ST	RIEBE'S AUTO PARTS	FOLSOM	95630	I						
511 NATOMA ST	CREATIVE CONCRETE PRODUCTS	FOLSOM	95630	I						
612 NATOMA ST	GARTH COLLINS DDS	FOLSOM	95630		I					
703 NATOMA ST	CIRCLE K #2700980	FOLSOM	95630	I						
2450 NATOMAS PARK DR	NATOMAS RACQUET CLUB	SACRAMENTO	95833	A						
2450 NATOMAS PARK DR	T-MOBILE WEST CORP (SC06703A)	SACRAMENTO	95833	I						
2485 NATOMAS PARK DR	VERIZON BUSINESS	SACRAMENTO	95833	I						
2495 NATOMAS PARK DR	CABLE AND WIRELESS USA	SACRAMENTO	95833	I						
150 NATOMAS STATION DR STE 500	BLOOD SOURCE-FOLSOM	FOLSOM	95630		I					
4650 NATOMAS BLVD	RALEY'S SUPERMARKET #0447	SACRAMENTO	95835	I	I					
4660 NATOMAS BLVD 140	GLENN M MISONO DDS	SACRAMENTO	95835		I					
4740 NATOMAS BLVD 170	LESLIE'S SWIMMING POOL SUPPLIES #56	NATOMAS	95835	I						
5000 NATOMAS BLVD	SUMP 11	SACRAMENTO	95835	A						
1620 E NATOMAS ST	EMPIRE RANCH GOLF CLUB	FOLSOM	95630	A	A					

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E NATOMAS ST	VERIZON WIRELESS - FOLSOM PRISON	FOLSOM	95630	A						
3424 NAVAHO DR	SSW DISTRICT WELL MC-C1	SACRAMENTO	95843	A						
3727 NEELY WAY	ATLANTIC AVIATION	MATHER AFB	95655	A	A					
4734 NELROY WAY	KENT THOMPSON'S WELDING	CARMICHAEL	95608	I						
9101 NEPONSET DR	ELK GROVE WATER DISTRICT WELL #12	ELK GROVE	95624	A						
NEW HOPE GRIZZLEY BEAR	CELLI BROTHERS	GALT	95632	I						
8464 NEW HOPE RD	MOHR FRY RANCHES	GALT	95632	I						
9011 NEW HOPE RD	M L RANCHES	GALT	95632	I						
9547 NEW HOPE RD	NEW HOPE DAIRY	GALT	95632	I						
NEXT TO 3600 TOLENAS CT	MSA: TOLENAS CT WELL (W02)	SACRAMENTO	95864	A					I	
1701 NIMBUS RD STE A	FISH AND GAME-NCR REGION 2	RANCHO CORDOVA	95670	A	I					
1995 NIMBUS RD	STATE OF CA DEPT FISH & GAME	RANCHO CORDOVA	95670	A	A					
2001 NIMBUS RD	NIMBUS FISH HATCHERY	RANCHO CORDOVA	95670	A	A					
2005 NIMBUS RD	FISH & WILDLIFE WATER POLLUTION LAE	RANCHO CORDOVA	95670	A	A					
2101 NIMBUS RD	AMERICAN RIVER TROUT HATCHERY	RANCHO CORDOVA	95670	A	I					
450 N ST STE 1200	DEPT GENERAL SERVICES - CAPITOL SC	SACRAMENTO	95814	A	I					
500 N ST	BRIDGEWAY TOWERS OWNERS ASSOCI,	SACRAMENTO	95814	A						
751 N ST	EDD/SOLAR BUILDING #013	SACRAMENTO	95814	A		A				1
1020 N ST STE 130	LEGISLATIVE OFFICE BUILDING (004)	SACRAMENTO	95814	A	I	I				1
1020 N ST STE B-30	CA STATE ASSEMBLY REPROGRAPHICS	SACRAMENTO	95814	A	A					
1020 N ST STE B7	SENATE REPROGRAPHICS (CA STATE SE	SACRAMENTO	95814	A	A					
1100 N ST	AT&T MOBILITY-CAPITOL (9695)	SACRAMENTO	95814	A						
1120 N ST	DEPT OF TRANSPORTATION -HQ	SACRAMENTO	95814	A	A					
1220 N ST	STATE OF CA DEPT OF FOOD AND AG	SACRAMENTO	95814	I	I					
1228 N ST	THE THAYER BUILDING	SACRAMENTO	95814			I				1
1230 N ST FLR 15TH	VERIZON WIRELESS - SAC DOWNTOWN	SACRAMENTO	95814	A						
1430 N ST	STATE OF CALIFORNIA DEPARTMENT OF	SACRAMENTO	95814	A	A					
2431 N ST	REGINA CHEUNG DDS	SACRAMENTO	95816		I					
527 1/2 E NO STREET RD SW ste AB	DUMMY FACILITY	SACRAMENTO	98765-4321		I	I			I	1
10555 NORDEN AVE STE B	ACCURATE MANUFACTURING	MATHER	95655	I						
615 NORTHFIELD DR	DISCOVERY ANIMAL HOSPITAL	SACRAMENTO	95833		I					
615 NORTHFIELD DR	T-MOBILE WEST CORP (SC06136A)	SACRAMENTO	95833	I						
NORTHGATE BLVD/DEL PASO RD	MSA: WEST GATE WELL (W16)	SACRAMENTO	95834	A						
NORTHGATE BLVD/I-80	MSA: N FREEWAY BL WELL ST(W15)	SACRAMENTO	95834						I	
697 NORTHGATE BLVD	MSA: N MARKET WELL SITE (W01)	SACRAMENTO	95834	A					I	
2100 NORTHGATE BLVD	LONGER'S DECORATIVE ROCK	SACRAMENTO	95833	A	I					
2122 NORTHGATE BLVD	KEVIN'S QUALITY MARINE	SACRAMENTO	95833	I	I					
2210 NORTHGATE BLVD	LA SUPERIOR MERCADO Y CARNICERIA	SACRAMENTO	95833	I						
2301 NORTHGATE BLVD	99 CENTS PLUS GENERAL OUTLET	SACRAMENTO	95833	I	I					
2321 NORTHGATE BLVD	NORTHGATE DENTISTS	SACRAMENTO	95833		I					
2351 NORTHGATE BLVD	99 CENTS ONLY STORES #183	SACRAMENTO	95833	I	A					
2372 NORTHGATE BLVD	SOUTHERN AUTO SUPPLY	SACRAMENTO	95833		I					
2440 NORTHGATE BLVD	AUTO ZONE	SACRAMENTO	95833	I	I					

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2449 NORTHGATE BLVD	NORTHGATE CHEVRON	SACRAMENTO	95833	A	A	A				3
2450 NORTHGATE BLVD	7-ELEVEN #23265	SACRAMENTO	95833	I	I	I				3
2500 NORTHGATE BLVD	SPEED BIRD #3	SACRAMENTO	95833	A	A	A				3
2501 NORTHGATE BLVD	QUALITY TUNE UP #50	SACRAMENTO	95833	A	A	I				0
2630 NORTHGATE BLVD	S-P LIQUOR MARKET	SACRAMENTO	95833	A						
2916 NORTHGATE BLVD	TOP AUTO REPAIR	SACRAMENTO	95833	A	A					
3000 NORTHGATE BLVD	AUTOZONE #4007	SACRAMENTO	95833	I	A					
3016 NORTHGATE BLVD	NORTHGATE LIQUOR & FOOD, INC	SACRAMENTO	95833	A	A	A				2
3046 NORTHGATE BLVD	NORTHGATE PET HOSPITAL	SACRAMENTO	95833		I					
3100 NORTHGATE BLVD	SUPER SHUTTLE SACRAMENTO	SACRAMENTO	95833	I	I					
3120 NORTHGATE BLVD	NORTHGATE SPEED MART	SACRAMENTO	95833	A	A	A				3
3206 NORTHGATE BLVD	NATOMAS TIRES & WHEELS	SACRAMENTO	95833		I					
3214 NORTHGATE BLVD	NORTHGATE TIRE & AUTO	SACRAMENTO	95833	A	A					
3251 NORTHGATE BLVD	SMOG DIAGNOSTIC SPECIALISTS	SACRAMENTO	95833	A	A					
3261 NORTHGATE BLVD	BRAKE MASTERS #132	SACRAMENTO	95833	A	A					
3278 NORTHGATE BLVD	SURE WEST BROADBAND (HUB #1)	SACRAMENTO	95833	A						
3315 NORTHGATE BLVD	K-MART #3635	SACRAMENTO	95833	I						
3408 NORTHGATE BLVD STE 7	HI TECH TIRE & AUTO REPAIR	SACRAMENTO	95834	A	A					
3424 NORTHGATE BLVD	JIFFY LUBE #656	SACRAMENTO	95834	A	A					
3430 NORTHGATE BLVD	SHELL AT NORTHGATE	SACRAMENTO	95834	A	A	A				3
3436 NORTHGATE BLVD	QUICK QUACK CARWASH	SACRAMENTO	95834	A						
3499 NORTHGATE BLVD	O'REILLY AUTO PARTS #3097	SACRAMENTO	95834	A	A					
3501 NORTHGATE BLVD	ARCO AM/PM #82973	SACRAMENTO	95834	A	A	A				3
3534 NORTHGATE BLVD	PEP BOYS #0774	SACRAMENTO	95834	A	A	I				1
3554 NORTHGATE BLVD	LES SCHWAB TIRE CENTER #644	SACRAMENTO	95834	A	A					
3640 NORTHGATE BLVD STE 110	WELLS FARGO BANK - NORTHGATE	SACRAMENTO	95834	A	A					
3640 NORTHGATE BLVD STE 110	WELLS FARGO BANK	SACRAMENTO	95834	I	I		I			
3714 NORTHGATE BLVD	QUEST DIAGNOSTICS INC	SACRAMENTO	95834	A	A			A		
3801 NORTHGATE BLVD	SHELL #135865 A & J PETRO INC #1	SACRAMENTO	95834	I	I	I				3
4147 NORTHGATE BLVD 2	COPIER VENDING CORP	SACRAMENTO	95834		I					
4147 NORTHGATE BLVD	PATTERSON TRANSPORTATION	SACRAMENTO	95834	I	I					
4221 NORTHGATE BLVD	CAPITOL REFRIGERATION CORP	SACRAMENTO	95834	I	I					
4351 NORTHGATE BLVD	INDEPENDENT ELECTRIC SUPPLY, INC	SACRAMENTO	95834	A						
4395 NORTHGATE BLVD	COLLINS ELECTRICAL CO INC	SACRAMENTO	95834	I						
4420 NORTHGATE BLVD	RAMOS OIL - NORTHGATE	SACRAMENTO	95833	A	A	A				4
4635 NORTHGATE BLVD	NAPA AUTO PARTS DISTRIBUTION CENT	SACRAMENTO	95834	A	A					
4650 NORTHGATE BLVD 100	PHOENIX MEDICAL RESOURCES INC	SACRAMENTO	95834	I						
4650 NORTHGATE BLVD STE 150	DAVITA SAC MOBILE ACUTES	SACRAMENTO	95834	I						
4700 NORTHGATE BLVD STE 100 &	US HEALTHWORKS MEDICAL GROUP	SACRAMENTO	95834		I					
4700 NORTHGATE BLVD 135	SIR SPEEDY PRINTING	SACRAMENTO	95834		I					
4700 NORTHGATE BLVD 180	AMERICAN WHLSLE THERMOGRAPHY	SACRAMENTO	95834		I					
4707 NORTHGATE BLVD	LEHR AUTO ELECTRIC	SACRAMENTO	95834	I	A					
4740 NORTHGATE BLVD 140	GARNAS AND RABE CONSTRUCTION	SACRAMENTO	95834		I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
4740 NORTHGATE BLVD STE 160	GREEN ENVIROTEK INC	SACRAMENTO	95834	I						
4740 NORTHGATE BLVD	EDISON SOURCE / SCOTT POLAR	SACRAMENTO	95834	I	I					
4747 NORTHGATE BLVD	M & M FUELS, INC	SACRAMENTO	95834	A	A	A				3
1704 NORTH AVE	SACRAMENTO CITY WELL #131	SACRAMENTO	95838	A					A	
2442 NORTH AVE	OLYMPIC LANDSCAPE	SACRAMENTO	95838		I					
2600 NORTH AVE	LJ'S TOWING	SACRAMENTO	95838	A						
5800 NORTH AVE	AMERICAN EAGLE BODY SHOP	CARMICHAEL	95608	I	A					
2691 NORTHROP AVE	SACRAMENTO METRO FIRE STATION 10	SACRAMENTO	95864	A						
NORTHROP AVE	MSA: NORTHROP WELL (W22)	SACRAMENTO	95825	A					I	
2826 NORTHVIEW DR	SACRAMENTO CITY WELL #92	SACRAMENTO	95833	A					A	
2586 NORWOOD AVE	SACRAMENTO CITY WELL #142	SACRAMENTO	95815	A					A	
3540 NORWOOD AVE	AT&T MOBILITY - NORWOOD (9721)	SACRAMENTO	95838	A						
3950 NORWOOD AVE	NEARLY NEW STORE FIXTURES	SACRAMENTO	95838	A	A	I				1
3950 NORWOOD AVE	T-MOBILE WEST CORP (SC06057A)	SACRAMENTO	95838	I						
4000 NORWOOD AVE	NORWOOD AM/PM	SACRAMENTO	95838	A	A	A				3
4200 NORWOOD AVE	NORWOOD VALERO	SACRAMENTO	95838	A	A	A				3
4201 NORWOOD AVE, #1	AUTO ZONE	SACRAMENTO	95838	I	I					
4221 NORWOOD AVE	RITE AID #6228	SACRAMENTO	95838	I	A					
4211 NORWOOD BLVD	SAV MAX FOODS #107 [HM]	SACRAMENTO	95838	I						
3479 NUT PLAINS DR	CA AMERICAN WATER-NUT PLAINS WELL	SACRAMENTO	95827	A					I	
700 OAK AVENUE PKWY	CALIFORNIA FAMILY FITNESS	FOLSOM	95630	A						
771 OAK AVE PKWY	AT&T MOBILITY - EAST FOLSOM (9778)	FOLSOM	95630	A						
7846 OAK FOREST ST	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	A					I	
7117 OAKBERRY WAY	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	I					I	
815 OAKDALE ST 1/2	HASTIE'S SAND & GRAVEL	FOLSOM	95630	I						
9614 OAKEN BUCKET CT	CA AMERICAN WATER CO OAKEN BUCKE	SACRAMENTO	95827	A					I	
8189 OAK AVE	SACRAMENTO METRO FIRE STATION 28	CITRUS HEIGHTS	95610	I		I				1
8275 OAK AVE	VERIZON WIRELESS KENNETH	CITRUS HEIGHTS	95610	A						
9151 OAK AVE	CASA ROBLE HIGH SCHOOL	ORANGEVALE	95662	A	A					
9465 OAK AVE	AIR TECHNOLOGY	ORANGEVALE	95662	I						
970 OAK LN	PRICECHOPPER	RIO LINDA	95673	I						
9305 OATES DR	VERIZON WIRELESS - RIVIERA PARK	SACRAMENTO	95827	I						
9605 OATES DR	BEUTLER HEATING & AIR COND	SACRAMENTO	95827	I	I	I				1
9605 OATES DR	VERIZON WIRELESS - RIVIERA PARK	SACRAMENTO	95827	A						
9611 OATES DR STE A	LIQUID TECH	SACRAMENTO	95827	I	I					
9611 OATES DR STE A	PREMIER BARRICADES	SACRAMENTO	95827		I					
9611 OATES DR	PREMIER BARRICADES	SACRAMENTO	95827		I					
9613 OATES DR A	GOODMAN DISTRIBUTORS INC	SACRAMENTO	95827	I						
9613 OATES DR	DUPLICATE - SEE FA0014179	SACRAMENTO	95827	I						
9621 OATES DR	GOODMAN DISTRIBUTION CO	SACRAMENTO	95827	I						
9281 OFFICE PARK CIR STE 105	DAVITA ELK GROVE DIALYSIS #2034	ELK GROVE	95758	A						
8410 OKINAWA ST	NATIONAL GUARD - FIELD MAINTENANCE	SACRAMENTO	95828	A	A					
7528 OLD AUBURN RD	VICE'S COLLISON REPAIR, INC	CITRUS HEIGHTS	95610	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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7533 OLD AUBURN RD	VICE'S COLLISION REPAIR, INC	CITRUS HEIGHTS	95610	A	A					
7548 OLD AUBURN RD	SYLVAN CORNERS VETERINARY	CITRUS HEIGHTS	95610		I					
7656 OLD AUBURN RD	SUREWEST COMMUNICATIONS	CITRUS HEIGHTS	95610	A	I	A				1
7664 OLD AUBURN RD	AAA PIPELINE INSPECTION INC	CITRUS HEIGHTS	95610	I	I			I		
7880 OLD AUBURN RD	CREEKSIDE CHIROPRACTIC	CITRUS HEIGHTS	95610		I					
1400 OLD LEVEE RD	WALNUT GROVE MARINA LLC	WALNUT GROVE	95690	A	A					
9838 OLD PLACERVILLE RD	INTEL CORPORATION	SACRAMENTO	95827	I	I					
9998 OLD PLACERVILLE RD	KARSTEN SACRAMENTO	SACRAMENTO	95827	A	A					
10265 OLD PLACERVILLE RD STE 12	COUNTERTOP SPECIALISTS INC	SACRAMENTO	95827	I						
10265 OLD PLACERVILLE RD STE 12	COUNTERTOP SPECIALISTS INC	SACRAMENTO	95827	I						
10265 OLD PLACERVILLE RD STE 15	PRIMA ENVIRONMENTAL INC	SACRAMENTO	95827	I	I					
10265 OLD PLACERVILLE RD 19	ROAD WARRIOR	SACRAMENTO	95827	I	I					
10265 OLD PLACERVILLE RD STE 4	B & I AUTO BODY AND REPAIR	SACRAMENTO	95827	A	A					
10275 OLD PLACERVILLE RD STE 12	COUNTERTOP SPECIALISTS INC	SACRAMENTO	95827	I	I					
10275 OLD PLACERVILLE RD 15	ALPINE AUTOMOTIVE SERVICE	SACRAMENTO	95827		I					
10275 OLD PLACERVILLE RD STE 1	CARTECH OF SACRAMENTO INC	SACRAMENTO	95827	I	A					
10275 OLD PLACERVILLE RD 4	CLASSIC MARINE	SACRAMENTO	95827		I					
10275 OLD PLACERVILLE RD STE 5	GREG'S VW SERVICE	SACRAMENTO	95827		I					
10360 OLD PLACERVILLE RD STE 100	FIRST AMERICAN CORE LOGIC	SACRAMENTO	95655	I						
10457 OLD PLACERVILLE RD	BLUE CELL	SACRAMENTO	95827	I	I					
10461 OLD PLACERVILLE RD 150	ARCH WIRELESS	SACRAMENTO	95827	I						
10491 OLD PLACERVILLE RD STE 110	ACE DENTAL LAB	SACRAMENTO	95827	I	I					
10569 OLD PLACERVILLE RD	BLUE CELL	SACRAMENTO	95827	I	I					
9801 OLD WINERY PL	VCA SAC VET REFERRAL CENTER	RANCHO CORDOVA	95827	A						
4950 OLEANDER DR	JAMESTOWN WELL #27	CARMICHAEL	95608	I					I	
8232 OLIVE AVE	SASD SAILOR BAR PARK PUMP STN (S07	FAIR OAKS	95628	A					I	
7780 OLIVE ST	FAIR OAKS CEMETERY DISTRICT	FAIR OAKS	95628	A	I					
10792 OLSON DR	GOLDEN STATE TRANSMISSION & MUFFI	RANCHO CORDOVA	95670	A	A					
10796 OLSON DR	JIFFY LUBE #1138	RANCHO CORDOVA	95670	A	A					
10841 OLSON DR	LEIBEL'S CLEANERS	RANCHO CORDOVA	95670	A	A					
10881 OLSON DR	TARGET STORE #T-2463	RANCHO CORDOVA	95670	A	A					
10905 OLSON DR	FIRST CHIROPRACTIC	RANCHO CORDOVA	95670		I					
10910 OLSON DR, #100	RC DENTAL ASSOCIATES	RANCHO CORDOVA	95670		I					
10910 OLSON DR 140	FRAZEE PAINT & WALLCOVERING #91	RANCHO CORDOVA	95670	I						
10913 OLSON DR	MICHAEL'S STORE 3135	RANCHO CORDOVA	95670	I	A					
10971 OLSON DR	SAVE MART SUPERMARKET	RANCHO CORDOVA	95670	I						
10981 OLSON DR 201	FILM EXPRESS	RANCHO CORDOVA	95670		I					
3666 OMEC PARK DR	R & R FRAMING INC	RANCHO CORDOVA	95742	I						
3667 OMEC PARK DR	SILVER CREEK LANDSCAPE INC	RANCHO CORDOVA	95655	I	I					
3618 OMEC CIR	TRUCK TIME AUTO WRECKING	RANCHO CORDOVA	95742	A	A					
3632 OMEC CIR	CASCADE DRILLING, LP	RANCHO CORDOVA	95742	A	A					
3636 OMEC CIR STE A	TOYOTA TRUCK & SUV PARTS	RANCHO CORDOVA	95742	I	I					
3636 OMEC CIR STE B	A-1 BODY SHOP	RANCHO CORDOVA	95742	I	I					

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3636 OMEC CIR	CMMT MANAGEMENT CO	RANCHO CORDOVA	95742	A	A					
3646 OMEC CIR	H & M ROOFING INC	RANCHO CORDOVA	95742		I					
3647 OMEC CIR	STEWART TOOL CO, INC	RANCHO CORDOVA	95742	A	A			I		
3663 OMEC CIR STE 1	SHERWOOD TILE COMPANY, INC	RANCHO CORDOVA	95742	I	I					
3663 OMEC CIR 2	NORCAL FLEET REPAIR	RANCHO CORDOVA	95742		I					
3663 OMEC CIR 6	T&M TRANSMISSION EXCHANGE	RANCHO CORDOVA	95742	I	A					
3663 OMEC CIR STE 8	PRENTICE ENTERPRISES	RANCHO CORDOVA	95742		A					
3664 OMEC CIR STE 1	ACURA-HONDA DISMANTLING, INC	RANCHO CORDOVA	95742	A	A					
3664 OMEC CIR STE 2	REDLINE PERFORMANCE AUTO DISMAN	RANCHO CORDOVA	95742	A	A					
3678 OMEC CIR	EASY-CLEAN SYSTEMS	RANCHO CORDOVA	95742	I	I					
3679 OMEC CIR	SUNRISE AUTO REPAIR	RANCHO CORDOVA	95742	A	A					
3688 OMEC CIR	BAVARIAN AUTO RECYCLING	RANCHO CORDOVA	95742	A	A					
3701 OMEC CIR STE B	SUNWORLD LANDSCAPE	RANCHO CORDOVA	95742	I	I					
3701 OMEC CIR	AUTO IMPORTS USA INC	RANCHO CORDOVA	95742	A	A					
3701 OMEC CIR	VOLKSWAGEN AUDI SPECIALIZED RECY	RANCHO CORDOVA	95742	A	A					
3720 OMEC CIR	TAYLOR WINGS, INC	RANCHO CORDOVA	95742	A	I					
3755 OMEC CIR STE 2	SIERRA ASPHALT, INC	RANCHO CORDOVA	95742	A	A					
3756 OMEC CIR	SIGN OF THE CRAB	RANCHO CORDOVA	95742	A	A					
3765 OMEC CIR STE 1	WEST COAST INDUSTRIAL FLOORING IN	RANCHO CORDOVA	95742	A	A					
3765 OMEC CIR 2	GROUND AUTO BODY	RANCHO CORDOVA	95742		I					
3765 OMEC CIR STE 2	CHEMICAL TECHNOLOGIES INTL, INC	RANCHO CORDOVA	95742	A						
3766 OMEC CIR STE B	NEW CENTURY AIR SYSTEMS	RANCHO CORDOVA	95742	I	A					
3766 OMEC CIR	ALPINE CABINET COMPANY	RANCHO CORDOVA	95742	A						
3784 OMEC CIR STE 2	LERZO AUTO REPAIR	RANCHO CORDOVA	95742		I					
3784 OMEC CIR STE 4	SHEPHARD MECHANICAL CONTRACTOR	RANCHO CORDOVA	95742		I					
3784 OMEC CIR STE 5	EXTREME REPAIRS SPECIALISTS	RANCHO CORDOVA	95742	I	I					
3784 OMEC CIR STE 6	SERG AUTO	RANCHO CORDOVA	95742		I					
3790 OMEC CIR STE B	HARLOW RECOVERY, INC	RANCHO CORDOVA	95742	A	A					
5613 OMNI CT	AT&T MOBILITY-HEMLOCK (9768)	SACRAMENTO	95841	A						
1304 O ST STE 300	ST OF CA DEPT OF GEN SVC	SACRAMENTO	95814	A	A					
1912 O ST	ALLIED PRINTING COMPANY	SACRAMENTO	95811		A					
1922 O ST	PAUL'S AUTOMOTIVE, INC	SACRAMENTO	95811	A	A					
2125 O ST	STEVEN P YUNGE DDS	SACRAMENTO	95816		I					
2810 O ST	DEASON & STIRN PRINTING	SACRAMENTO	95816		I					
100 OPPORTUNITY ST	SACRAMENTO TRUCK CENTER	SACRAMENTO	95838	A	A					
151 OPPORTUNITY ST	PACIFIC STORAGE CORPORATION	SACRAMENTO	95838	I	I					
198 OPPORTUNITY ST STE 3	ROBBINS SPORT FLOORS, INC	SACRAMENTO	95838	I	I					
198 OPPORTUNITY ST STE 4	UNIVAR USA, INC	SACRAMENTO	95838	A						
251 OPPORTUNITY ST STE A-1	MOTORSPORT IMAGE	SACRAMENTO	95838		I					
251 OPPORTUNITY ST B	EDISON SOURCE/SCOTT POLAR	SACRAMENTO	95838	I	I					
271 OPPORTUNITY ST STE A	THROTTLE WORX LLC	SACRAMENTO	95838	I	I					
271 OPPORTUNITY ST STE C	CAPITOL LIGHTING PLASTICS INC	SACRAMENTO	95838	I						
271 OPPORTUNITY ST STE E	VORTEX INDUSTRIES INC	SACRAMENTO	95838	I						

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271 OPPORTUNITY ST F&G	CALIFORNIA SHEET METAL	SACRAMENTO	95838	I						
271 OPPORTUNITY ST I	SOURCE REFRIGERATION & HVAC INC	SACRAMENTO	95838	I	I					
271 OPPORTUNITY ST STE J	MODERN IMPRESSIONS PRINTING, INC	SACRAMENTO	95838	A	A					
2031 OPTISOLAR LN	OPTISOLAR TECHNOLOGIES INC	MCCLELLAN	95652	I	I					
2901 ORANGE GROVE AVE	STEELER INC	NORTH HIGHLANDS	95660	I						
2917 ORANGE GROVE AVE	ENERGETIC PAINTING & DRYWALL, INC	NORTH HIGHLANDS	95660	I	I					
2987 ORANGE GROVE AVE	ORANGE GROVE WELL #14	NORTH HIGHLANDS	95660	I					I	
3000 ORANGE GROVE AVE	BAKER DISTRIBUTING CO #604	NORTH HIGHLANDS	95660-5704	A						
3008 ORANGE GROVE AVE	MECHANICAL INSULATION SUPPLY, INC	NORTH HIGHLANDS	95660	A						
3010 ORANGE GROVE AVE	BUTTES/CENTER STATE PIPE & SUPPLY	NORTH HIGHLANDS	95660	I						
3030 ORANGE GROVE AVE	PERFORMANCE CONTRACTING, INC	NORTH HIGHLANDS	95660	A	A					
3050 ORANGE GROVE AVE	SJUSD - TRANSPORTATION DEPT	NORTH HIGHLANDS	95660	A	A					
3100 ORANGE GROVE AVE	DELTA BREEZE AUTOMOTIVE/MARINE	NORTH HIGHLANDS	95660	I	I			I		
3101 ORANGE GROVE AVE STE E	ALL METAL FENCE	NORTH HIGHLANDS	95660	I						
3106 ORANGE GROVE AVE	BRADEN SUTPHIN INK CO	NORTH HIGHLANDS	95660	I	I					
3120 ORANGE GROVE AVE	APEX TRUCK & TRAILER REPAIR	NORTH HIGHLANDS	95660	A	A					
3150 ORANGE GROVE AVE	FACTORY MOTOR PARTS	NORTH HIGHLANDS	95660	I						
3190 ORANGE GROVE AVE STE A	BURKE ENGINEERING CO	NORTH HIGHLANDS	95660	I						
3190 ORANGE GROVE AVE STE B	CELL ENERGY, INC	NORTH HIGHLANDS	95660	I						
3200 ORANGE GROVE AVE	TUFF SHED, INC	NORTH HIGHLANDS	95660	A						
3201 ORANGE GROVE AVE, #C	A ALL PET CLINIC	NORTH HIGHLANDS	95660		I					
3201 ORANGE GROVE AVE	SLAKEY BROTHERS	NORTH HIGHLANDS	95660	A						
3213 ORANGE GROVE AVE A	WEST COAST CONVEYOR & EQUIPMENT	NORTH HIGHLANDS	95660	I						
3213 ORANGE GROVE AVE	WESTERN INTEGRATED TECHNOLOGIES	NORTH HIGHLANDS	95660		I					
3217 ORANGE GROVE AVE STE A	AMERICA'S PARTY RENTAL, INC	NORTH HIGHLANDS	95660	A						
3260 ORANGE GROVE AVE	SVENHARD'S SWEDISH BAKERY	NORTH HIGHLANDS	95660	A	A					
3301 ORANGE GROVE AVE	JOHNSTONE SUPPLY OF SACRAMENTO	NORTH HIGHLANDS	95660	A	A					
3306 ORANGE GROVE AVE	CAPITAL CITY RECYCLING INC	NORTH HIGHLANDS	95660	I	I					
3308 ORANGE GROVE AVE	DYNAMIC COMMERCIAL FLOORING SYST	NORTH HIGHLANDS	95660	A	A					
3315 ORANGE GROVE AVE	NEW WAVE INDUSTRIES LTD	NORTH HIGHLANDS	95660	I						
3320 ORANGE GROVE AVE	SLAKEY BROTHERS	NORTH HIGHLANDS	95660	I						
3333 ORANGE GROVE AVE	US AIR CONDITIONING DISTRIBUTORS	NORTH HIGHLANDS	95660	A						
3479 ORANGE GROVE AVE STE C	CENTURY GRAPHICS	NORTH HIGHLANDS	95660	I						
3485 ORANGE GROVE AVE STE A	DEPT OF CONSUMER AFFAIRS	NORTH HIGHLANDS	95660	I	I					
3485 ORANGE GROVE AVE STE H	FERGUSON FIRE & FABRICATION, INC	NORTH HIGHLANDS	95660	A						
3487 ORANGE GROVE AVE #Q	ELEVATOR SERVICES CO	NORTH HIGHLANDS	95660	I	I					
3487 ORANGE GROVE AVE STE 1	KRAMER INK	NORTH HIGHLANDS	95660	I						
3487 ORANGE GROVE AVE STE D	CENTRAL CA CLEANING SUPPLY, INC	NORTH HIGHLANDS	95660	A	A					
3487 ORANGE GROVE AVE STE K	GENE'S PREPRESS & PRINT	NORTH HIGHLANDS	95660		I					
3487 ORANGE GROVE AVE STE K	GENE'S PRE-PRESS & PRINT	NORTH HIGHLANDS	95660		I					
3491 ORANGE GROVE AVE 1	COLORS ON PARADE	NORTH HIGHLANDS	95660	I	I					
3491 ORANGE GROVE AVE STE A	PREFERRED PUMP & EQUIPMENT LP	NORTH HIGHLANDS	95660	I						
3491 ORANGE GROVE AVE G	WATSON ROOFING INC	NORTH HIGHLANDS	95660	I	I					

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4315 ORANGE GROVE AVE	PERRY'S BODY SHOP	SACRAMENTO	95841	A	A					
4319 ORANGE GROVE AVE	JA AUTO EMERGENCY	SACRAMENTO	95841	I	A					
4320 ORANGE GROVE AVE	DURA FENCE	SACRAMENTO	95841	I	I					
4325 ORANGE GROVE AVE, #A	METRO AUTO REPAIR	SACRAMENTO	95841		I					
4335 ORANGE GROVE AVE	BELL WELDING & FABRICATION	SACRAMENTO	95841	I						
4401 ORANGE GROVE AVE	DURA FENCE CORP	SACRAMENTO	95841	A	I					
4500 ORANGE GROVE AVE	FBI	SACRAMENTO	95841	A	A					
4521 ORANGE GROVE AVE STE A	JIM POTTER'S AUTOMOTIVE	SACRAMENTO	95841	A	A					
4521 ORANGE GROVE AVE STE B	A1 GENERAL REPAIR	SACRAMENTO	95841-5700	A	A					
4521 ORANGE GROVE AVE	EBS COMPOSITS INC	SACRAMENTO	95841		I					
6611 ORANGE AVE STE A	SOUTH CITY AUTO REPAIR	SACRAMENTO	95823	A	A					
9380 ORANGEVALE AVE	C&C MECHANICAL INC	ORANGEVALE	95662	I						
9408 ORANGEVALE AVE	GOLDEN-AIRE HEATING & AIR CONDITIOI	ORANGEVALE	95662	I						
9421 ORANGEVALE AVE STE B1	MIKE'S AUTO REPAIR	ORANGEVALE	95662	A	A					
8010 ORCHARD LOOP LN	CALVINE 76 #009	ELK GROVE	95624	A	A	A				3
8022 ORCHARD LOOP LN	BIG O TIRES #87	ELK GROVE	95624	A	A					
8046 ORCHARD LOOP LN	OIL STOP	ELK GROVE	95624	A	A					
8055 ORCHARD LOOP LN	FIRESTONE COMPLETE AUTO CARE #35I	ELK GROVE	95624	A	A					
8106 ORCHARD LOOP LN	GOODYEAR #8526	ELK GROVE	95624	I	I					
8118 ORCHARD LOOP LN	AUTO TECH SERVICE & REPAIR	ELK GROVE	95624	A	A					
8130 ORCHARD LOOP LN	PREMIER CAR WASH	ELK GROVE	95624	A						
2701 ORCHARD LN	ARCO AM/PM #82450	SACRAMENTO	95833	A	A	A				4
9255 ORR RD	L CECCARINI & SON	GALT	95632	I						
8900 OSAGE AVE STE A	D & T FIBERGLASS, INC	SACRAMENTO	95828	A	I			A		
8920 O'SAGE AVE	BETTER FLOORS INC	SACRAMENTO	95828	I						
8951 OSAGE AVE	HANDALSTONE CO	SACRAMENTO	95828	A						
9075 OSAGE AVE	CAPITOL ELEVATOR CO INC	SACRAMENTO	95829	I	I					
9075 OSAGE AVE	F R COOPER	SACRAMENTO	95829			I				1
3445 OSELOT WAY	GOLDEN STATE WATER SUPPLY	RANCHO CORDOVA	95670	A						
108 OTTO CIR	TSUNAMI	SACRAMENTO	95822	I						
113 OTTO CIR B	QUALITY OTTO REPAIR	SACRAMENTO	95822		I					
117 OTTO CIR	LEWIS AUTO BODY	SACRAMENTO	95822		I					
121 OTTO CIR A	SUNSHINE AUTO BODY & REPAIR	SACRAMENTO	95822	I	I					
121 OTTO CIR STE C	U-SAVE AUTO BODY & REPAIR	SACRAMENTO	95822	I	A					
121 OTTO CIR STE D	PINNACLE AUTO BODY	SACRAMENTO	95822	A	A					
125 OTTO CIR STE E	JIMMY'S TRANSMISSION	SACRAMENTO	95822	I	I					
125 OTTO CIR STE F	RTF AUTO REPAIR	SACRAMENTO	95822	A	A					
125 OTTO CIR STE G	JAPAN TRANSMISSIONS	SACRAMENTO	95822	A	A					
125 OTTO CIR STE H	NICOYA'S AUTO REPAIR	SACRAMENTO	95822	A	A					
129 OTTO CIR	HANSEN PAINTING & DECORATING, INC	SACRAMENTO	95822	A	A	I				1
133 OTTO CIR	INTERNATIONAL FIRE EQUIP COMPANY	SACRAMENTO	95822	A						
137 OTTO CIR STE A	AUTO BODY SPECIALIST	SACRAMENTO	95822		A					
137 OTTO CIR STE B	BALDERAS AUTO BODY	SACRAMENTO	95822	I	I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
141 OTTO CIR STE B	SS AUTO REPAIR	SACRAMENTO	95822	A	A					
147 OTTO CIR	VERNE MARANDA & SON INC	SACRAMENTO	95822	I	I					
148 OTTO CIR	CENTRAL FENCE CO	SACRAMENTO	95822	A	A					
153 OTTO CIR	TIDEE DIDEE DIAPER SERVICE	SACRAMENTO	95822	A						
169 OTTO CIR	GVR SERVICES INC.	SACRAMENTO	95822	I						
176 OTTO CIR	MEDICAL COURIER INC	SACRAMENTO	95822	I	I					
177 OTTO CIR	DUST-TEX SERVICE, INC	SACRAMENTO	95822	A	I					
189 OTTO CIR	PRO METALS	SACRAMENTO	95822	A	I					
193 OTTO CIR STE B	HOLM'S WOOD WORKS	SACRAMENTO	95822	I						
193 OTTO CIR	CAPITAL TRUCK & AUTO REPAIR	SACRAMENTO	95822	A	A					
197 OTTO CIR STE B	LEWALLEN'S	SACRAMENTO	95822	I						
209 OTTO CIR	STEVE VALLE PAINTING, INC	SACRAMENTO	95822	A	A					
250 OUTCROPPING WAY	CALIFORNIA ISO	FOLSOM	95630	A	I					
5920 OUTFALL CIR	DAD'S AUTO DISMANTLING	SACRAMENTO	95828		I					
5920 OUTFALL CIR	HB TOWING	SACRAMENTO	95828		I					
5961 OUTFALL CIR	INTERLINE BRANDS	SACRAMENTO	95828	A						
5980 OUTFALL CIR	GOLDEN STATE CRUSHING	SACRAMENTO	95828	A	I					
6001 OUTFALL CIR	REX MOORE	SACRAMENTO	95828	A	I					
100 OX BOW MARINA DR	OX BOW MARINA	ISLETON	95641	A		I				0
100 OXBOW MARINA DR	NORDIC MARINE	ISLETON	95641	I	I					
3675 W PACIFIC AVE	UNION PACIFIC RAILYARD/CURTIS PARK	SACRAMENTO	95818			I				1
3722 W PACIFIC AVE	FIRECODE SAFETY EQUIPMENT, INC	SACRAMENTO	95820	A						
3747 W PACIFIC AVE A	VROOM VROOM MOTORSPORTS	SACRAMENTO	95820		I					
3747 W PACIFIC AVE STE A	MEDICAL COURIER INC	SACRAMENTO	95820	I	I					
3747 W PACIFIC AVE STE E	SCOTT'S FOREIGN AUTO SERVICE	SACRAMENTO	95820	A	A					
3747 W PACIFIC AVE H	FIRECODE SAFETY EQUIPMENT INC	SACRAMENTO	95820	I						
3747 W PACIFIC AVE, #J	RUTH'S CAR SALES	SACRAMENTO	95820	I	I					
3747 W PACIFIC AVE K	AAA HYDRAULICS	SACRAMENTO	95820	I	I					
3752 W PACIFIC AVE	ALEXANDER WOOD WORKS INC	SACRAMENTO	95820	I	I					
3752 W PACIFIC AVE	HJ ORNAMENTAL STEEL SUPPLIES INC	SACRAMENTO	95820	I						
3800 W PACIFIC AVE	ENDLESS AUTOBODY INC	SACRAMENTO	95820		I					
1 PACKARD BELL WAY	PACKARD BELL	SACRAMENTO	95826	I	I					
8775 PALLADAY RD	VERIZON WIRELESS - PALLADAY	ELVERTA	95626	A						
285 PALLADIO PKWY	KAISER PERMANENTE FOLSOM AMBULA	FOLSOM	95630	A						
7350 PALMER HOUSE DR	RUTTER SWIM CENTER	SACRAMENTO	95828	A						
7990 PALMERSON DR	ANTELOPE AQUATIC COMPLEX	ANTELOPE	95843	A						
8000 PALMERSON DR	SACRAMENTO METRO FIRE STATION 26	ANTELOPE	95843	A						
8120 PALMERSON DR	CALIFORNIA-AMERICAN WATER CO	ANTELOPE	95843	A					I	
4059 PALM AVE	T-MOBILE WEST CORP (SC06721A)	SACRAMENTO	95842	I						
4061 PALM AVE	PRO LINE CARPET MAINT SUPPLY, INC	SACRAMENTO	95842		A					
4067 PALM AVE	DELTA BREEZE AUTOMOTIVE/MARINE	SACRAMENTO	95842	I	I					
4833 PALM AVE	AT&T MOBILITY-PALM M/C (9760)	NORTH HIGHLANDS	95841	I						
5433 PALM AVE	LENNA BRIGHT DMD	SACRAMENTO	95841		I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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5562 PALM AVE	PALM WELL #6	SACRAMENTO	95841	I					I	
PALM ST BLDG 93	SSW WELL 10 MCCLELLAN	ANTELOPE	95843	I						
6901 PANORAMA DR	SSW-VERNER WELL N36	CITRUS HEIGHTS	95621	A						
2550 PARK ESTATE DR	SSW DISTRICT EL PRADO/PARK ESTATE	SACRAMENTO	95821	A						
451 PARK FAIR DR STE 13	AT&T MOBILITY-ARDEN TOWN (9689)	SACRAMENTO	95864	A						
451 PARK FAIR DR	JULIA H CIANO DC	SACRAMENTO	95864		I					
6016 PARK OAKS DR	SSW - PARK OAKS WELL N30	CITRUS HEIGHTS	95621	A					I	
2200 PARK TOWNE CIR	SACRAMENTO METRO FIRE STATION 10€	SACRAMENTO	95825	A	A					
2237 PARK TOWNE CIR, #1	MICHAEL R FAVERO DDS	SACRAMENTO	95825		I					
2237 PARK TOWNE CIR	DAVID SPECTOR DDS	SACRAMENTO	95825		I					
2237 PARK TOWNE CIR	MARCIA A LAUFER DDS	SACRAMENTO	95825		I					
5500 PARKFIELD CT	PARK TERRACE SWIMMING & TENNIS CL	SACRAMENTO	95822	A						
7995 PARK DR	FAIR OAKS WATER DISTRICT - PARK	FAIR OAKS	95628	A						
PARK RD	SASD S014 PARK RD SEW PUMP STN	SACRAMENTO	95841	I					I	
101 PARKSHORE DR STE 100	BUSINESS CENTRAL	FOLSOM	95630	I						
114 PARKSHORE DR	SACRAMENTO ENERGY SERVICES CENT	FOLSOM	95630	A						
145 PARKSHORE DR STE 160	SIERRA NEVADA CORPORATION	FOLSOM	95630	I						
255 PARKSHORE DR	VERIZON WIRELESS - FOLSOM CAMPUS	FOLSOM	95630	A						
295 PARKSHORE DR	VERIZON WIRELESS - FOLSOM CAMPUS	FOLSOM	95630	A						
4123 PARKWIND LN	T-MOBILE WEST CORP (SC06867A)	ELK GROVE	95758	I						
4865 PASADENA AVE STE 11	TRAYNOR'S PAINTING & DECORATING IN	SACRAMENTO	95841	I						
4868 PASADENA AVE	WEST-CAL CONCRETE, INC	SACRAMENTO	95841	A	A					
4878 PASADENA AVE STE 1	UNIVERSAL PLASTICS	SACRAMENTO	95841	I						
4887 PASADENA AVE	ZUMWALT & ASSOCIATES	SACRAMENTO	95841	I						
4710 PATROL RD STE B	SIERRA SINGLE PLY INC	MCCLELLAN	95652	I						
4942 PATROL RD	MCCLELLAN BUSINESS PARK MASTER A	MCCLELLAN	95652	A	I					
5436 PATROL RD	NCR PSTC JOINT POWERS AUT	MCCLELLAN	95652	A	A					
5584 PATROL RD	DMEA/MS	MCCLELLAN	95652	A						
5926 PATROL RD BLDG 1093	BATTERY MD, INC	MCCLELLAN	95652	A	A					
6148 PATTERSON LN	ABSOLUTE COMFORT HEATING & AIR	CITRUS HEIGHTS	95610		I					
2940 PEACEKEEPER WAY	MCCLELLAN BUSINESS PARK MASTER A	MCCLELLAN	95652	A	I					
3028 PEACEKEEPER WAY	MCCLELLAN JET SERVICES LLC	MCCLELLAN	95652	A	A					
3028 PEACEKEEPER WAY	MCCLELLAN JET SERVICES - AIRFIELD P	MCCLELLAN	95652	I						
3237 PEACEKEEPER WAY BLDG 200	MCCLELLAN BUSINESS PARK LLC	MCCLELLAN	95652	A		A				1
11994 PEACH LN	HARRIS FARMS	WILTON	95693	I	I					
7916 PEBBLE BEACH DR, #104	KENNETH B FROSTAD DDS MS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR SUIT 105	GARY D MCMULLEN DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR SUIT 202	WAYNE L RIGGERT DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR STE 203	MICHELLE BARTOLOME DMD	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR SUIT 205	B MICHAEL RAWLINS DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR SUIT 206	GARY L NEWHOUSE DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR SUIT 20	DOUGLAS K GREENWALD DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR	WEIDEMAN PROFESSIONAL DENTAL	CITRUS HEIGHTS	95610		I					

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7916 PEBBLE BEACH DR	ROY T BONK DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR	THOMAS P DILALLO DDS	CITRUS HEIGHTS	95610		I					
7916 PEBBLE BEACH DR	WILLIAM H SWEARINGEN DDS	CITRUS HEIGHTS	95610		I					
13020 PELLANDINI RD	GARY PELLANDINI FARM	GALT	95632	I	I					
3701 PELL CIR	INTERSTATE BATTERIES SACRAMENTO	SACRAMENTO	95838	A	A					
3750 PELL CIR	BARBARA'S BAKERY INC	SACRAMENTO	95838	I	I					
3800 PELL CIR	CLARCOR AIR FILTRATION PRODUCTS, II	SACRAMENTO	95838	I	I					
3901 PELL CIR	PERCO INC	SACRAMENTO	95838	I	I					
3921 PELL CIR	MAINLINE SALES, INC	SACRAMENTO	95838	A						
3970 PELL CIR	CORE-MARK INTERNATIONAL, INC	SACRAMENTO	95838	A	I	I				0
4220 PELL DR STE A	WORKROOM SUPPLY, INC	SACRAMENTO	95838	I						
4225 PELL DR	AMERICAN RIVER PACKAGE ONE	SACRAMENTO	95838	A	A					
4280 PELL DR	SWIM'S ENTERPRISES, INC	SACRAMENTO	95838	A	A					
4291 PELL DR STE B	AVERY DENNISON - SAC DC	SACRAMENTO	95838	I	I					
4350 PELL DR STE 130	DOLLAR TOW CO	SACRAMENTO	95838	A	A					
4350 PELL DR STE 160	PROAD SIGNS & LIGHTING	SACRAMENTO	95838	I	I					
4350 PELL DR B	K & D WOODWORKS INC	SACRAMENTO	95838	I	I					
4350 PELL DR D	WESTERN MACARTHUR CO	SACRAMENTO	95838	I						
4350 PELL DR	VIKING SPRAY BOOTHS INC	SACRAMENTO	95838	I	I					
4361 PELL DR	ULTIMA CIRCUITS LLC	SACRAMENTO	95838	I	I			I		
4391 PELL DR STE C	PEAK MANUFACTURING INC	SACRAMENTO	95838	I	I					
4391 PELL DR D	FREY LTD	SACRAMENTO	95838	I						
4391 PELL DR E	FREY LTD	SACRAMENTO	95838	I						
4391 PELL DR STE G	NORTH AMERICAN STEEL TRUSS INC	SACRAMENTO	95838	I	I					
4421 PELL DR, #B	SCHEIDEL'S AUTO SERVICE	SACRAMENTO	95838		I					
4500 PELL DR STE A	CONSTANT PRESSURE INDUSTRIES INC	SACRAMENTO	95838	I	I					
4501 PELL DR	MCKESSON GENERAL MEDICAL CORP	SACRAMENTO	95838	I						
4550 PELL DR	SPENCER COMPOSITES CORPORATION	SACRAMENTO	95838	A	A					
4570 PELL DR	CHIPMAN MOVING & STORAGE	SACRAMENTO	95838	I						
4585 PELL DR	HALE'S TRUCK TRAILER REPAIR INC	SACRAMENTO	95838	I	I					
4585 PELL DR	S&G TRUCK SERVICES INC	SACRAMENTO	95838	I	I					
4585 PELL DR	VITEK TRANSPORTATION, LLC	SACRAMENTO	95838	A	A					
4590 PELL DR A	TRACTOR MASTER EQUIPMENT	SACRAMENTO	95838	I	I					
4590 PELL DR G	ACEOMATIC RECON	SACRAMENTO	95838	I	I					
4600 PELL DR	SACRAMENTO CITY WELL #133	SACRAMENTO	95838	A					A	
4600 PELL DR	ELICTRI GROUP, INC	SACRAMENTO	95838	I						
4601 PELL DR	PRODUCT SIGN SUPPLIES	SACRAMENTO	95838	I						
4640 PELL DR	BELTSERVICE CORPORATION	SACRAMENTO	95838	I	I					
4641 PELL DR STE 16	LESLIE'S SWIMMING POOL SUPPLIES #30	SACRAMENTO	95838	A	A					
4641 PELL DR STE 4	HARCRO SALES LTD	SACRAMENTO	95838	I						
4641 PELL DR	SBC	SACRAMENTO	95838	I						
4660 PELL DR STE A	LEISURE SUPPLY	SACRAMENTO	95838	A						
4660 PELL DR STE B	S & G TRUCK SERVICES INC	SACRAMENTO	95838	I	I					

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4661 PELL DR STE 18	UPSTREAM ENGINEERING	SACRAMENTO	95838	I	I					
4661 PELL DR STE 7	CONCERT GROUP LOGISTICS	SACRAMENTO	95838	I						
4731 PELL DR STE 1	SACRAMENTO REFRIGERATION INC	SACRAMENTO	95838		I					
4731 PELL DR STE 5	BLAINE TECH SERVICES INC	SACRAMENTO	95838	I						
4741 PELL DR STE 8	CONSOLIDATED WESTERN CONTRACTO	SACRAMENTO	95838	I						
4741 PELL DR STE 8	CONSOLIDATED WESTERN CONTR INC	SACRAMENTO	95838	I						
4136 PENNSYLVANIA AVE	DAVID W POLLEY DC	FAIR OAKS	95628		I					
3951 PERFORMANCE DR B	COPIER VENDING CORP	SACRAMENTO	95838		I					
2141 PERKINS WAY	ALTERNATOR SHOP	SACRAMENTO	95818		A					
2175 PERKINS WAY	COMCAST CABLE PERKINS HUB (TVRO)	SACRAMENTO	95818	A						
5050 PERRY AVE	KELLOGG'S AUTO TRANSPORT INC	SACRAMENTO	95820	I	I					
5080 PERRY AVE	MARTIN AUTOMOTIVE REPAIR	SACRAMENTO	95820	I	I					
500 PERRYS ISLAND RD	PERRY'S BOAT HARBOR	ISLETON	95641	A	I					
9241 PERSHING AVE	B & F DRILLING CO	ORANGEVALE	95662		I					
PETER A MCCUEN BLVD	MATHER MAIN BASE WATER TOWER (W-	MATHER	95655	A						
10370 PETER MCCUEN BLVD	MCCUEN PROPERTIES	MATHER	95655	A						
14027 PHEASANT RUN CT	CLAMPETT TRACT PUMP STN (S065)	WALNUT GROVE	95690	A						
181 PINEDALE AVE	SUMP 140	SACRAMENTO	95838	A						
4200 PINELL ST	AEROSPEED	SACRAMENTO	95838	I	I					
4280 PINELL ST	ROYCE-AIR HEATING & AIR CONDITIONIN	SACRAMENTO	95838	A	A					
4312 PINELL ST	T&S PLUMBING INC	SACRAMENTO	95838	A						
4318 PINELL ST	TURNER OUTDOOR ADVERTISING	SACRAMENTO	95838	I						
4324 PINELL ST	B M LYNN PAINTING INC	SACRAMENTO	95838	A	A					
4366 PINELL ST	MPS	SACRAMENTO	95838		I					
4372 PINELL ST	CALIFORNIA DIESEL & POWER	SACRAMENTO	95838	A	A					
301 PINE ST	EXPRESS LANE CHEVRON #1004	GALT	95632	A	A	A				3
425 PINE ST 1	KAIO A DOXEY DC	GALT	95632		I					
10316 PLACER LN	MCI WORLD COM	SACRAMENTO	95827	I						
10321 PLACER LN	LANSET AMERICA CORP	SACRAMENTO	95827	A						
215 PLACERVILLE RD	CHEVRON STATION #305078	FOLSOM	95630	A	A	A				3
702 PLAZA AVE	SACRAMENTO CITY WELL #116	SACRAMENTO	95815	A					A	
801 PLAZA AVE	ALL YEAR HEATING & AIR CONDITIONINC	SACRAMENTO	95815	I						
200 PLAZA DR	FOLSOM LAKE TOYOTA	FOLSOM	95630	A	A					
300 PLAZA DR	FOLSOM LAKE COLLISION CENTER	FOLSOM	95630	A	A					
1269 PLEASANT GROVE BLVD STE 100	DAVID B MILLER DDS	ROSEVILLE	95747-5858		I					
3669 PLEASANT HILLS LN	SILVERHORN SPORT HORSE	RANCHO CORDOVA	95670	I						
12344 PLUM LN	MIKE RAZZANO	WILTON	95693	I						
7520 POCKET RD	SUMP 132	SACRAMENTO	95831	A						
8900 POCKET RD	SHELL FACILITY #135868	SACRAMENTO	95831	A	A	A				3
8944 POCKET RD	KELLY'S EXPRESS CARWASH	SACRAMENTO	95831	A						
8998 POCKET RD	VERIZON WIRELESS - POCKET	SACRAMENTO	95831	A						
11211 POINT EAST DR	MARRIOTT HOTEL	RANCHO CORDOVA	95742	A						
11260 POINT EAST DR	T-MOBILE WEST CORP (SC06984A)	RANCHO CORDOVA	95742	I						

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11324 POINT EAST DR	GAMBOA'S BODY & FRAME, INC	RANCHO CORDOVA	95742	A	A					
4400 POINT PLEASANT RD	JOE AVIS	ELK GROVE	95757-9778	I	I					
4400 POINT PLEASANT RD	AVIS DAIRY	ELK GROVE	95757	I						
4510 POINT PLEASANT RD	JOE AVIS	ELK GROVE	95757	I	I					
2767 POINT REYES WAY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95826	A						
5771 POKER LN	SSW POKER WELL N32	ANTELOPE	95843	A						
9035 POLHEMUS DR	ELK GROVE WATER SERVICE WELL #9	ELK GROVE	95624	I						
7510 POPPY RIDGE RD	MSA: POPPY RIDGE WTP (WT04)	ELK GROVE	95757	A						
8310 POPPY RIDGE RD	SUYENAGA NURSERY & FARM	ELK GROVE	95758	I						
8520 POPPYRIDGE RD	BARONIS LAWNMOWER SHOP	ELK GROVE	95757		I					
15265 POVERTY RD	MCDOWELL FARMS INC	WALNUT GROVE	95690	I						
3000 POWER INN RD	ATLAS DISPOSAL INDUSTRIES LLC	SACRAMENTO	95826	A	A					
3030 POWER INN RD	WEST COAST TOWING EQUIPMENT LP	SACRAMENTO	95826	A	A					
3100 POWER INN RD	PRAXAIR DISTRIBUTION, INC	SACRAMENTO	95826	A						
3150 POWER INN RD	RUSTIC BRICK	SACRAMENTO	95826	I						
3300 POWER INN RD	RECYCLING INDUSTRIES, INC	SACRAMENTO	95826	A	A	I				1
3312 POWER INN RD	CAMPWAY'S TRUCK ACCESSORY WORLI	SACRAMENTO	95826		I					
3500 POWER INN RD STE C	MR ROOTER PLUMBING	SACRAMENTO	95826	A						
3550 POWER INN RD	SIMAS FLOOR & DESIGN CO INC	SACRAMENTO	95826	A	I					
3600 POWER INN RD, #H	LUKENBILL CONSTRUCTION	SACRAMENTO	95826	I		I				2
3800 POWER INN RD	COZZ'S EUROPEAN CAR CENTER, INC	SACRAMENTO	95826	A	A					
3801 POWER INN RD	GRANITE CONSTRUCTION CO	SACRAMENTO	95826	I	I	I				
3850 POWER INN RD	SAC FOR TRACTORS INC	SACRAMENTO	95826	A	A	I				4
3925 POWER INN RD	COMMERCE PRINTING SERVICES, INC	SACRAMENTO	95826	A	A			I		
4011 POWER INN RD A	AD TYPE PHOTOCOMP INC	SACRAMENTO	95826		I					
4011 POWER INN RD	WEIDMANN DIAGNOSTIC SOLUTIONS	SACRAMENTO	95826	A	A					
4095 POWER INN RD	OZONE SMOG	SACRAMENTO	95826		I					
4101 POWER INN RD STE F	WORLD OF HYDRO	SACRAMENTO	95826	I						
4111 POWER INN RD A	AR SIGN & SUPPLY INC	SACRAMENTO	95826	I	I					
4131 POWER INN RD STE B	VALLEY TOOL REPAIR	SACRAMENTO	95826		I					
4141 POWER INN RD STE B	CAPITAL SWEEPER SERVICE	SACRAMENTO	95826	A	A					
4141 POWER INN RD	MV TRANSPORTATION INC	SACRAMENTO	95826	I	I					
4150 POWER INN RD STE 1	WAREHOUSE PAINT	SACRAMENTO	95826	A						
4150 POWER INN RD STE 2	CAPITOL CITY EUROPEAN	SACRAMENTO	95826	A	A					
4181 POWER INN RD STE B	SIERRA NATIONAL ASPHALT	SACRAMENTO	95826	I	I					
4181 POWER INN RD STE C	LAWNMAN II	SACRAMENTO	95826	I	I					
4191 POWER INN RD STE A	GENUINE PAINTS	SACRAMENTO	95826	I						
4191 POWER INN RD STE D	PIRTEK POWER INN	SACRAMENTO	95826	A	A					
4191 POWER INN RD	SKIL CORPORATION	SACRAMENTO	95826		I					
4218 POWER INN RD	BARNES WELDING SUPPLY	SACRAMENTO	95826	A						
4225 POWER INN RD	DUPLICATE - SEE FA0012959	SACRAMENTO	95826	I	I					
4225 POWER INN RD	SELECT COLLISION REPAIR FACILITY	SACRAMENTO	95826	I	I					
4225 POWER INN RD	CAL WEST AUTO BODY	SACRAMENTO	95826		A					

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4235 POWER INN RD D	COLOR TECH	SACRAMENTO	95826		I					
4235 POWER INN RD STE E	ER SMOGS	SACRAMENTO	95826	I						
4235 POWER INN RD STE J	WIZARD FABRICATION	SACRAMENTO	95826	A						
4255 POWER INN RD C	SELECT AUTO CARE	SACRAMENTO	95826	I	I					
4255 POWER INN RD	NAPA AUTO PARTS	SACRAMENTO	95826	I	I					
4261 POWER INN RD	VACUUM PROCESS ENGINEERING	SACRAMENTO	95826	I						
4263 POWER INN RD	GLOBAL AUTO REPAIR & GLASS	SACRAMENTO	95826	A	A					
4263 POWER INN RD	A MORPHIS AUTO REPAIR & TRANSMISS	SACRAMENTO	95826	I	I					
4269 POWER INN RD STE D	MORPHIS TRANSMISSIONS	SACRAMENTO	95826	I	I					
4271 POWER INN RD	DOUGLAS C AUTO	SACRAMENTO	95826		I					
4273 POWER INN RD	RICARDO'S AUTO REPAIRS	SACRAMENTO	95826	A	A					
4401 POWER INN RD	MASTER AUTO REPAIR	SACRAMENTO	95826	A	A					
4540 POWER INN RD	CALIFORNIA AUTO BODY	SACRAMENTO	95826	A	A					
4635 POWER INN RD	HOLLEY GENERATOR & EQUIPMENT CO	SACRAMENTO	95826	A	A					
4751 POWER INN RD	BAR NONE AUCTION	SACRAMENTO	95826	A	A	I				2
5310 POWER INN RD F	ZUPRINCO	SACRAMENTO	95820		A					
5400 POWER INN RD	PACIFIC MATERIALS HANDLING SOLUTIC	SACRAMENTO	95826	I	I					
5501 POWER INN RD, #140	SACTO OCCUPATIONAL MEDICAL GRP	SACRAMENTO	95820		I					
5675 POWER INN RD B	B & B POWER EQUIPMENT	SACRAMENTO	95824		I					
5675 POWER INN RD D	TOMARCO	SACRAMENTO	95824	I						
5691 POWER INN RD STE A	SHERMAN-LOEHR CUSTOM TILE WORKS	SACRAMENTO	95824	A						
5691 POWER INN RD STE B	JOHN JACKSON MASONRY	SACRAMENTO	95824	A	A					
5705 POWER INN RD	AQUA TECH WASH SYSTEMS, LLC	SACRAMENTO	95824	A	I					
5715 POWER INN RD	EUROPEAN AUTOMOTIVE	SACRAMENTO	95824	A	A					
5715 POWER INN RD	G & S COLLISION & PAINT	SACRAMENTO	95824	I	I					
5743 POWER INN RD	ELK GROVE TRUCK & TRAILER, LLC	SACRAMENTO	95824	I	A					
5761 POWER INN RD	G & S COLLISION & PAINT, INC	SACRAMENTO	95824	A	A					
5801 POWER INN RD STE B	PRECISION TIRE	SACRAMENTO	95824		I					
5801 POWER INN RD STE D	WEST COAST MACHINERY	SACRAMENTO	95824	I						
5801 POWER INN RD	ALL TIRES/FLOOR DEPOT	SACRAMENTO	95824	I	I					
5877 POWER INN RD	KARTEL MOTORSPORTS	SACRAMENTO	95824		I					
5999 POWER INN RD	PACIFIC CORRUGATED PIPE CO	SACRAMENTO	95824	A	I					
6001 POWER INN RD	JARDEN HOME BRANDS	SACRAMENTO	95824	A	A					
6015 POWER INN RD	ABE JANITORIAL SUPPLY CO INC	SACRAMENTO	95824	I						
6043 POWER INN RD	AMERICAN WOOD MOULDING LLC	SACRAMENTO	95824	I						
6073 POWER INN RD	MONARCH MOULDING CO	SACRAMENTO	95824	I	I					
6087 POWER INN RD	DE ANZA AUTO CENTER	SACRAMENTO	95824	I	I					
6097 POWER INN RD	ADVANCE AUTO BODY & PAINT	SACRAMENTO	95824		I					
6101 POWER INN RD	ALL TRANSMISSION INC	SACRAMENTO	95824	I	I					
6151 POWER INN RD	PETTIGREW & SONS CASKET CO	SACRAMENTO	95824	A	A					
6161 POWER INN RD STE B	D & R AUTO BODY & PAINT, INC	SACRAMENTO	95824	I	I					
6161 POWER INN RD STE C	PRECISION TIRE-BRAKES & SUSPENSIOI	SACRAMENTO	95824	I	I					
6161 POWER INN RD	RADIATOR SPECIALTIES	SACRAMENTO	95824	I	I			I		

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				BP	WG	UST	AST	TIER	CalARP	
6211 POWER INN RD	SHANAHAN'S AUTO BODY & PAINT/24 HR	SACRAMENTO	95824	A	A					
6331 POWER INN RD STE A	LOADMASTER CO INC	SACRAMENTO	95824	A	A					
6331 POWER INN RD STE B	CAPITOL STEEL PRODUCTS	SACRAMENTO	95824	A	A					
6711 POWER INN RD	PRISM PROFESSIONAL KITCHEN SVC	SACRAMENTO	95828	I						
6833 POWER INN RD	NEW IMAGE FOAM PRODUCTS, LLC	SACRAMENTO	95828	A						
6837 POWER INN RD	FENCEWORKS, INC	SACRAMENTO	95828	A	A	A				2
6837 POWER INN RD	VERIZON WIRELESS - ELDER CREEK	SACRAMENTO	95828	A						
6920 POWER INN RD	SACRAMENTO CITY FLORIN RESERVOIR	SACRAMENTO	95828	A	A					
6929 POWER INN RD STE D	DO-TECH AUTO BODY REPAIR & FRAME	SACRAMENTO	95828		A					
6935 POWER INN RD	HERNING UNDERGROUND SUPPLY -WES	SACRAMENTO	95828	I						
6939 POWER INN RD	HI TECH AUTO CARE, INC	SACRAMENTO	95828	A	A					
6943 POWER INN RD STE D	SACRAMENTO TRACTORS & IMPLEMENT	SACRAMENTO	95828	I						
6943 POWER INN RD	SACRAMENTO TRADING CORP	SACRAMENTO	95828	I						
6945 POWER INN RD STE A	PROMINEX	SACRAMENTO	95828	A	A					
6945 POWER INN RD STE C	QUALITY GRANITE & TILE INC	SACRAMENTO	95828	I						
6945 POWER INN RD	CAPITOL CRATING INC	SACRAMENTO	95828	I						
6947 POWER INN RD	GENERAL TRUSS CO, INC	SACRAMENTO	95828	A	A					
6965 POWER INN RD	CALIFORNIA CLOTHING RECYCLERS	SACRAMENTO	95828	I						
7009 POWER INN RD	CAPITOL IRON WORKS, INC	SACRAMENTO	95828	A						
7011 POWER INN RD	RICH DOSS, INC	SACRAMENTO	95828	A						
7037 POWER INN RD	MAXIM CRANE WORKS LP	SACRAMENTO	95828	I	I	I				3
7117 POWER INN RD	POWER INN AUTO	SACRAMENTO	95828	A	A					
8250 POWER INN RD	SAM'S CLUB FUELING STATION #6622	SACRAMENTO	95828	A	A	A				4
8338 POWER INN RD	CALVINE TEXACO	ELK GROVE	95624	A	A	A				2
8344 POWER INN RD	CALVINE ROAD CHEVRON	ELK GROVE	95624	A	A	A				2
8369 POWER INN RD	LOWE'S OF ELK GROVE, CA #1148	ELK GROVE	95624	A	A					
8525 POWER INN RD	SASD ARCADIAN VILLAGE UNIT 2 PUMP S	ELK GROVE	95624	A						
8120 POWER RIDGE RD	HUTTIG BUILDING PRODUCTS	SACRAMENTO	95826	A						
8201 POWER RIDGE RD	VALSPAR CORPORATION	SACRAMENTO	95826	A	A				A	
8251 POWER RIDGE RD	CEMEX	SACRAMENTO	95826	A						
400 P ST STE 1125	LINCOLN PLAZA/COLLIERS INT'L	SACRAMENTO	95814	A	A					
744 P ST	DEPT HEALTH SERVICES AKA 0B8/0B9	SACRAMENTO	95814	A		A				1
901 P ST	STATE OF CA - PAUL R. BONDERSON BLI	SACRAMENTO	95814	A		A				1
1115 P ST	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95814	A						
1601 P ST	T-MOBILE WEST CORP (SC06018A)	SACRAMENTO	95814	I						
1829 P ST	PACIFIC WHOLESALE RUBBER STAMP	SACRAMENTO	95814		I					
1917 P ST	MIDTOWN ANIMAL HOSPITAL	SACRAMENTO	95811		I					
2120 P ST	ARBOR PRESS	SACRAMENTO	95816		A					
2820 P ST	TUNEUP MASTERS #307	SACRAMENTO	95816	I	I					
3001 P ST	SUTTER TERRACE DENTAL GROUP	SACRAMENTO	95816		I					
3031 P ST	CRLLC/76 #5436	SACRAMENTO	95816	A	A	A				3
1300 PRAIRIE CITY RD	QUICK QUACK CAR WASH	FOLSOM	95630	A						
1850 PRAIRIE CITY RD	SAFEWAY #1794	FOLSOM	95630	I	I					

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1860 PRAIRIE CITY RD STE 300	BICYCLE PLANET	FOLSOM	95630		I					
1890 PRAIRIE CITY RD	CHEVRON STATION #209655	FOLSOM	95630	A	A	A				2
1900 PRAIRIE CITY RD	AT&T MOBILITY-PRAIRIE CTY (9750)	FOLSOM	95630	A						
1900 PRAIRIE CITY RD	INTEL CORPORATION - M/S FM3-23	FOLSOM	95630	A	A			I		
7518 PRATT AVE	MALLORY'S AUTOMOTIVE	CITRUS HEIGHTS	95610		I					
7518 PRATT AVE	PREMIER MARKET CONTRACTING	CITRUS HEIGHTS	95610	I	A					
5301 PRICE AVE	TECHNIKON, INC	MCCLELLAN	95652	A	A					
5335 PRICE AVE	UCD MCCLELLAN NUCLEAR RADIATION C	MCCLELLAN	95652	A	A					
5500 PRICE AVE	CA DEPARTMENT OF FORESTRY & FIRE	MCCLELLAN	95652	A	A					
5637 PRICE AVE	NORTHROP GRUMMAN/ESL	MCCLELLAN	95652	A	A					
5727 PRICE AVE	DYNCORP TECHNICAL SVCE LLC	MCCLELLAN	95652	I	I					
5803 PRICE AVE BLDG 1027	SAC CITY COLLEGE/AERO HANGER	MATHER	95652	A	A					
5825 PRICE AVE	NORTHROP GRUMMAN INFORMATION S)	MCCLELLAN	95652	I	I					
6037 PRICE AVE	US COAST GUARD AIR STATION SACTO	MCCLELLAN	95652	A	A					
2528 PRINCETON ST	CONOVER'S CAR CARE	SACRAMENTO	95815	I	I					
9899 PRINGLE AVE	LRS AG PRODUCTS	GALT	95632	I						
10145 PRINGLE RD	DE MELO DAIRY	GALT	95632	I	I					
8140 PRIOR WAY	CALIFORNIA-AMERICAN WATER CO-PRIC	ANTELOPE	95843	A					I	
100 PRISON RD	CALIF STATE PRISON-SACRAMENTO	REPRESA	95671	A	A	I				
100 PRISON RD	PRISON INDUSTRY AUTHORITY CSP SAC	REPRESA	95671	A						
300 PRISON RD	PRISON INDUSTRY AUTHORITY FOLSOM	REPRESA	95671	A	A	I				0
300 PRISON RD	FOLSOM STATE PRISON	REPRESA	95671	A	A	I		I	I	
1707 PROFESSIONAL DR	ARMSTRONG CHIROPRACTIC OFFICE	SACRAMENTO	95825		I					
1722 PROFESSIONAL DR, #B	DAMON W BOYD DDS	SACRAMENTO	95825		I					
1730 PROFESSIONAL DR	JOHN D PEARSON DDS	SACRAMENTO	95825		I					
1733 PROFESSIONAL DR	JEFFERY ROSE DDS	SACRAMENTO	95825		I					
1734 PROFESSIONAL DR	WILLIAM L ROBISON DDS	SACRAMENTO	95825		I					
1735 PROFESSIONAL DR	HERBERT B GIBBS DDS	SACRAMENTO	95825		I					
1737 PROFESSIONAL DR	SACRAMENTO ORAL SURGERY	SACRAMENTO	95825		I					
1741 PROFESSIONAL DR	RICHARD S FIFE DDS	SACRAMENTO	95825		I					
1810 PROFESSIONAL DR SUIT A	ENDODONTICS ASSOCIATES	SACRAMENTO	95825		I					
1810 PROFESSIONAL DR, #B	CAPITOL PERIODONTAL GROUP	SACRAMENTO	95825		I					
1813 PROFESSIONAL DR	ERNEST T BOCK DDS	SACRAMENTO	95825		I					
1820 PROFESSIONAL DR STE 4	STEPHEN HUPPERT/ROBERT O'NEIL	SACRAMENTO	95825		I					
1822 PROFESSIONAL DR	WILLIAM A SCHAEGLER DDS	SACRAMENTO	95825		I					
826 PROFESSOR LN STE 150	HILLYARD	SACRAMENTO	95834	I	I					
830 W PROFESSOR LN STE 100	STONE & BEYOND INC	SACRAMENTO	95834	I						
10923 PROGRESS CT	US POSTAL SERVICE	RANCHO CORDOVA	95670			I				1
180 PROMENADE CIR	CITY OF SACRAMENTO - SUMP 62	SACRAMENTO	95834	A						
2729 PROSPECT PARK DR	RANCHO CORDOVA CITY HALL	RANCHO CORDOVA	95670	A						
3075 PROSPECT PARK DR	SPRINT COMMUNICATION CO	RANCHO CORDOVA	95670	I						
3215 PROSPECT PARK DR	HP ENTERPRISE SERVICES, LLC	RANCHO CORDOVA	95670	I						
11200 PYRITES WAY 100	CENTURY MAINTENANCE SUPPLY	RANCHO CORDOVA	95670	I						

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11250 PYRITES WAY	PREMIER POOLS & SPAS LP	RANCHO CORDOVA	95670	A	I					
11255 PYRITES WAY STE 200	XPRESS GLOBAL SYSTEMS INC	RANCHO CORDOVA	95670	I						
11255 PYRITES WAY STE 200	VALLEY FLOOR SUPPLY	RANCHO CORDOVA	95670	I						
11255 PYRITES WAY STE 400	MOTHER LODE VAN & STORAGE INC	RANCHO CORDOVA	95670	A						
11255 PYRITES WAY	CONQUIP, INC	RANCHO CORDOVA	95670	A	A					
11260 PYRITES WAY	AEROJET GENERAL CORP - GET J	RANCHO CORDOVA	95670	I						
11284 PYRITES WAY	CA STRAIGHT LINE MASONRY, INC	GOLD RIVER	95670	I						
11290 PYRITES WAY STE 200	INSWEB CORP	GOLD RIVER	95670	I						
11351 PYRITES WAY	U-HAUL OF RANCHO CORDOVA	RANCHO CORDOVA	95670	A	A					
11353 PYRITES WAY STE 11	CERTA PRO PAINTERS	RANCHO CORDOVA	95670	I	I					
11353 PYRITES WAY STE 4	SUNLAND ANALYTICAL LAB, INC	RANCHO CORDOVA	95670	A						
11355 -B PYRITES WAY 9-12	WARDLOW TILE & STONE INC	GOLD RIVER	95670	I						
11355 PYRITES WAY, #A4	DENT TECHNOLOGIES	RANCHO CORDOVA	95670		I					
11355 PYRITES WAY STE B-11	SPRAY ON BEDLINERS	GOLD RIVER	95670	I						
11355 PYRITES WAY STE B13	BEAR LABEL MACHINE INC	RANCHO CORDOVA	95670	I	I					
11355 PYRITES WAY B17	DIVISION 5-15	RANCHO CORDOVA	95670	I						
11357 PYRITES WAY STE A	TWO RIVERS DEMOLITION INC	RANCHO CORDOVA	95670	I	I					
11363 PYRITES WAY	NMI INDUSTRIAL CONTRACTORS	RANCHO CORDOVA	95670	I	I					
11371 PYRITES WAY STE A	DUNN-EDWARDS PAINTS #61	RANCHO CORDOVA	95670	I	I					
11371 PYRITES WAY STE B	API LIMOUSINE	GOLD RIVER	95670	I	A					
11371 PYRITES WAY STE I	DIVISION 5-15	RANCHO CORDOVA	95670	I						
11379 PYRITES WAY A	AMERICAN MARINE SPORTS	RANCHO CORDOVA	95670	I	I					
11383 PYRITES WAY	TEEGARDEN MOTORSPORT SPECIALTIE	RANCHO CORDOVA	95670	I						
11387 PYRITES WAY STE B	STERLING MARINE SERVICES CTR INC	RANCHO CORDOVA	95670	I	I					
11395 PYRITES WAY STE A	RB FABRICATION	GOLD RIVER	95670	I						
11395 PYRITES WAY STE G	UNIQUE AUTO BODY SHOP	RANCHO CORDOVA	95670		I					
11395 PYRITES WAY STE H	NORSTAR AUTOMOTIVE	GOLD RIVER	95670	A	A					
226 Q ST	ADVANCED TIRE SERVICES	SACRAMENTO	95811	A	A					
400 Q ST	LINCOLN PLAZA/COLLIERS INT'L	SACRAMENTO	95811	A						
406 Q ST	PRECISION MOTOR WORKS	SACRAMENTO	95811	I	I					
530 Q ST	SACRAMENTO BAG MANUFACTURING CO	SACRAMENTO	95811	I	I					
600 Q ST	DUNN-EDWARDS CORP	SACRAMENTO	95811	I	I					
624 Q ST	SACRAMENTO CITY FIRE STATION 1	SACRAMENTO	95814	A						
625 Q ST	ST OF CA-CENTRAL PLANT OPERATIONS	SACRAMENTO	95814	A	A	I				3
730 Q ST	TOM'S AUTOMOTIVE SERVICE	SACRAMENTO	95811	A	A					
800 Q ST	T-MOBILE WEST CORP (SC06008A)	SACRAMENTO	95814	I						
800 Q ST	AT & T MOBILITY - 6TH STREET (102077)	SACRAMENTO	95811	A						
1208 Q ST	ACME BODY SHOP	SACRAMENTO	95811	A	A					
1430 Q ST	BRADFORD'S CHEVRON SERVICE	SACRAMENTO	95811	I	I	I				5
1545 Q ST	STAFFORD MEAT CO, INC	RIO LINDA	95673	A	A					
1608 Q ST	BLOODSOURCE-MIDTOWN	SACRAMENTO	95811		I					
1825 Q ST	GRAPHIC REPRODUCTION	SACRAMENTO	95811	I						
1831 Q ST	FOREIGN AUTO SERVICE, INC	SACRAMENTO	95811	A	A					

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2023 Q ST	JAPAN AUTO SPECIALISTS	SACRAMENTO	95814	I	A					
2100 Q ST	THE SACRAMENTO BEE	SACRAMENTO	95816	A	A	A		I		2
2236 Q ST	GW DEMOLITION, INC	RIO LINDA	95673	I	I					
2401 Q ST	SEQUOIA SPA SHELTERS	RIO LINDA	95673	I						
2500 Q ST	FRANK SHAW LUMBER SALES	RIO LINDA	95673	A						
2511 Q ST	NOVI PLASTERING, INC	RIO LINDA	95673	I	I					
2525 Q ST	AMERICAN AUTOMATIC FIRE PROTECTIC	RIO LINDA	95673	A	A					
2544 Q ST	NOR-CAL TOWING & TRANSPORT	RIO LINDA	95673	I	I					
2801 Q ST	MULDAVIN CHIROPRACTIC	SACRAMENTO	95816		I					
2828 Q ST	GLIDDEN PROFESSIONAL #0757	SACRAMENTO	95816	I						
3000 Q ST	SKIL CORPORATION	SACRAMENTO	95816		I					
3000 Q ST	MERCY MEDICAL GROUP	SACRAMENTO	95816	A						
3500 Q ST STE B	T-REX TOWING & REPAIR	NORTH HIGHLANDS	95660		I					
3500 Q ST STE K & L	MAURICE SIGMON	NORTH HIGHLANDS	95660	I	A					
3535 Q ST	EARL SCHEIB AUTO PAINT #337	NORTH HIGHLANDS	95660	I	I					
6779 Q ST	T-MOBILE WEST CORP (SCO6029A)	SACRAMENTO	95819	I						
6779 Q ST	FACTORY MOTOR PARTS	SACRAMENTO	95819	A						
6623 QUAIL RUN LN	VERIZON WIRELESS - FRANKLIN HIGH SC	ELK GROVE	95757	A						
3310 QUALITY DR	FRANKLIN TEMPLETON COMPANIES, LLC	RANCHO CORDOVA	95670	A						
3333 QUALITY DR	VISION SERVICE PLAN (VSP)	RANCHO CORDOVA	95670	I			I			
3333 QUALITY DR	VISION SERVICE PLAN (VSP) HQ1	RANCHO CORDOVA	95670	A						
3344 QUALITY DR	FRANKLIN TEMPLETON COMPAINES, LLC	RANCHO CORDOVA	95670	A						
3366 QUALITY DR	FRANKLIN TEMPLETON COMPANIES, LLC	RANCHO CORDOVA	95670	A	A					
2711 QUARRY CT	ASIAN IMPORTS GARAGE INC	RANCHO CORDOVA	95670	A	A					
12355 QUICKSILVER DR	CORDOVA PRECISION	RANCHO CORDOVA	95742	A	A					
12485 QUICKSILVER DR	AZTECA CONSTRUCTION INC	RANCHO CORDOVA	95742	I	I					
12525 QUICKSILVER DR	VERIZON WIRELESS - SUNRIDGE	RANCHO CORDOVA	95742	A						
15 QUINTA CIR STE B	UNITED TRUCKSTUFF INC	SACRAMENTO	95823		I					
11 QUINTA CT	B & L RV	SACRAMENTO	95823	A	I					
15 QUINTA CT	UNITED PARTY RENTS	SACRAMENTO	95823	I						
25 QUINTA CT	SACRAMENTO KAWASAKI	SACRAMENTO	95823	I	I					
55 QUINTA CT E	APPLE SIGNS	SACRAMENTO	95823	I						
14630 RACE TRACK RD	HANSON RANCH	WALNUT GROVE	95690	I	I					
RACE TRACK RD	ROYALE ENERGY INC/TYLER ISLAND #1	WALNUT GROVE	95690	I	I					
14670 RACETRACK RD	CROP PRODUCTION SERVICES	WALNUT GROVE	95690	I						
9570 RACQUET CT	LAGUNA CREEK RACQUET CLUB	ELK GROVE	95758	A						
RAFAEL DR	MSA: RANCHO ELVERTA STORM DRAIN F	ELVERTA	95626	A						
14301 RAILROAD AVE	HARVEY LYMAN COMPANY	WALNUT GROVE	95690	A	A				A	
1940 RAILROAD DR	SILVERADO STAGES	SACRAMENTO	95815	A	A					
1955 RAILROAD DR STE C	PK MACHINING	SACRAMENTO	95815		I					
1955 RAILROAD DR STE E	SPECIALTY METAL SPINNING	SACRAMENTO	95815	A	I					
1957 RAILROAD DR STE A	C & C PAPER RECYCLING, INC	SACRAMENTO	95815	A	I					
2020 RAILROAD DR	AAA SERVICES	SACRAMENTO	95815	A	A					

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2040 RAILROAD DR STE B	S & P SHEET METAL	SACRAMENTO	95815	I	I					
2080 RAILROAD DR	FACILITIES MANAGEMENT	SACRAMENTO	95815	I	I	I				1
4503 E RAILROAD	ALAN GARTHWAITE INDUSTRIES	SACRAMENTO	95826	A	A					
9676 RAILROAD ST	DURHAM STABILIZATION, INC	ELK GROVE	95624	A	A					
9715 RAILROAD ST	ELK GROVE WATER SERVICE RAILROAD	ELK GROVE	95624	A						
9723 RAILROAD ST	PACIFIC MODERN HOMES, INC	ELK GROVE	95624	A	A					
9723 RAILROAD ST	T-MOBILE WEST CORP (SC06198A)	ELK GROVE	95624	I						
4221 RALEY BLVD	CHEVRON STATION #91069	SACRAMENTO	95838	A	A	A				3
4350 RALEY BLVD STE 400	TRANSTAR INDUSTRIES INC	SACRAMENTO	95838	A						
4400 RALEY BLVD	BELL GAS & MINI MART	SACRAMENTO	95838	A	A	A				3
4620 RALEY BLVD	CLASSIC CABINETS	SACRAMENTO	95838	I	I					
4632 RALEY BLVD	AMERICAN TIRE DISTRIBUTORS	SACRAMENTO	95838	I						
4645 RALEY BLVD	RAH ENVIRONMENTAL	SACRAMENTO	95838	I	I					
4900 RALEY BLVD	CAPITAL COMMERCIAL FLOORING INC	SACRAMENTO	95838	I						
4910 RALEY BLVD	THE JACKSON LABORATORY - WEST	SACRAMENTO	95838	A	A			A		
5000 RALEY BLVD	MARMON/KEYSTONE	SACRAMENTO	95838	A	A					
5101 RALEY BLVD	KELLY-MOORE PAINT CO INC	SACRAMENTO	95838	A	A					
5381 RALEY BLVD	CAPITAL COMMERCIAL FLOORING IN	SACRAMENTO	95838	I						
5381 RALEY BLVD	COMPOSITE ENGINEERING INC	SACRAMENTO	95838	A	A					
5400 RALEY BLVD	JENSEN PRECAST	SACRAMENTO	95838	A	A					
5411 RALEY BLVD	GI TRUCKING	SACRAMENTO	95838	I	I					
5519 RALEY BLVD	DEL PASO PIPE & STEEL, INC	SACRAMENTO	95838	A	I					
2930 RAMONA AVE STE 100	SACTO CABINET & MILLWORK INC	SACRAMENTO	95826	I	I					
2930 RAMONA AVE STE 400	TEMPLE ASSOCIATES	SACRAMENTO	95826	A	I					
2930 RAMONA AVE STE 500	INX INTERNATION INK CO	SACRAMENTO	95826	A	A					
2940 RAMONA AVE	THUNDER MACHINE WORKS, INC	SACRAMENTO	95826	A	A					
2945 RAMONA AVE STE A2	RIVER CITY AUTOMOTIVE	SACRAMENTO	95826	I	I					
2945 RAMONA AVE B6	GREEN VALLEY LANDSCAPE	SACRAMENTO	95826	I	I					
2947 RAMONA AVE STE B12	KC AUTO BODY & PAINT	SACRAMENTO	95826		A					
2950 RAMONA AVE	LEGACY ROOFING AND WATERPROOFIN	SACRAMENTO	95826	I	I					
3001 RAMONA AVE	RAMONA AVE PARKING LOT	SACRAMENTO	95826				I			
3120 RAMONA AVE	CAPITOL FOOD DEPOT	SACRAMENTO	95826	A						
3264 RAMONA AVE	GEREMIA POOLS CONSTRN YARD	SACRAMENTO	95826	A	A	I				2
3325 RAMONA AVE	CALIFORNIA DIAMOND PRODUCTS, INC	SACRAMENTO	95826	A	A					
3433 RAMONA AVE	SPRINT NEXTEL SCRMCAJ	SACRAMENTO	95826	A						
3443 RAMONA AVE 21	FAA FIELD MAINTENANCE PROGRAM	SACRAMENTO	95826	I	A					
3453 RAMONA AVE STE 1	STRINGFELLOW FAMILY PAINTING	SACRAMENTO	95826	I	I					
3453 RAMONA AVE STE 3	GRAPHIC IMPRESSIONS	SACRAMENTO	95826		A					
3453 RAMONA AVE	DON PEZZUTO LIGHTING	SACRAMENTO	95826		I					
3463 RAMONA AVE 17	PRECISION MICRO ANALYSIS	SACRAMENTO	95826		A					
3463 RAMONA AVE, #18	RF PRODUCTS INC	SACRAMENTO	95826	I						
3473 RAMONA AVE	MOTION INDUSTRIES INC	SACRAMENTO	95826	A						
3560 RAMONA AVE	ZIMMERMAN ROOFING	SACRAMENTO	95826	I	I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
3562 RAMONA AVE	WASTE MGMT RECYCLE AMERICA	SACRAMENTO	95826	A	A					
7832 RAMONA AVE STE A	DESERT VIEW AUTO AUCTIONS, INC	SACRAMENTO	95826	A						
7832 RAMONA AVE	ELK GROVE TRUCK & TRAILER REPAIRS	SACRAMENTO	95826	I	I					
7949 RAMONA AVE	COAST LINE SUPPLY & EQUIPMENT COM	SACRAMENTO	95826	A						
7975 RAMONA AVE	PARK MECHANICAL INC	SACRAMENTO	95826	A						
2710 RAMP WAY	SACRAMENTO MARINA	SACRAMENTO	95818	I		I				2
9457 RANCH PARK WAY	ELK GROVE WATER DISTRICT WELL #8	ELK GROVE	95624	A						
11845 RANDALL ISLAND RD	RANDALL ISLAND CAMP	COURTLAND	95615	I						
11845 RANDALL ISLAND RD	DJ ELLIOT & SONS-STILLWATER ORCHA	COURTLAND	95615	A	A				A	
194 RANDALL DR	CITY OF FOLSOM - WATER TREATMENT I	FOLSOM	95630	A	A				I	
2261 RANSOM AVE	CA AMERICAN WATER FAIRLAKE #2	SACRAMENTO	95825	A					I	
4308 RAVENWOOD AVE	SSW DISTRICT RAVENWOOD/EASTERN V	SACRAMENTO	95821	A						
803 READING ST	FOLSOM VETERINARY HOSPITAL	FOLSOM	95630		I					
804 READING ST A	MASTERTECH AUTOMOTIVE	FOLSOM	95630	I	I					
804 READING ST D	ALL STAR PRINTING	FOLSOM	95630		I					
805 READING ST STE E	POWDER TECHNOLOGY	FOLSOM	95630	A	I					
805 READING ST	LINDCRAFT	FOLSOM	95630	I						
805 READING ST, #I	FOLSOM INDUSTRIAL COATINGS	FOLSOM	95630		I					
806 READING ST E	THE FINISH WORKS	FOLSOM	95630		I					
807 READING ST, #E	FOLSOM UPHOLSTERY	FOLSOM	95630	I						
3440 RECYCLE RD	SUNRISE AUTO SALES & PARTS	RANCHO CORDOVA	95742	A	A					
3450 RECYCLE RD	RANCHO FORD TRUCK	RANCHO CORDOVA	95742	A	A					
3486 RECYCLE RD	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	A	A					
3501 RECYCLE RD	MAZDA - PORSCHE PARTS	RANCHO CORDOVA	95742	A	A					
3513 RECYCLE RD STE A	QUALITY & QUICK AUTO PARTS	RANCHO CORDOVA	95742	A	A					
3513 RECYCLE RD STE B	MG AUTO DISMANTLERS	RANCHO CORDOVA	95742	A	A					
3527 RECYCLE RD	LTS AUTO DISMANTLING, INC	RANCHO CORDOVA	95742	A	A					
3539 RECYCLE RD STE 1	VOLVO & SAAB AUTO DISMANTLERS, INC	RANCHO CORDOVA	95742	A	A					
3551 RECYCLE RD STE 1	LUXURY AUTO DISMANTLING, INC	RANCHO CORDOVA	95742	A	A					
3551 RECYCLE RD STE 2	RANCHO JEEP AUTO RECYCLERS	RANCHO CORDOVA	95742	A	A					
3554 RECYCLE RD	G & S AUTO DISMANTLER	RANCHO CORDOVA	95742	A	A					
3559 RECYCLE RD STE 2	RANCHO MOTORCYCLE DISMANTLER	RANCHO CORDOVA	95742		I					
3559 RECYCLE RD	NOW VENTURES, INC	RANCHO CORDOVA	95742	A	A					
3561 RECYCLE RD 2	SUBURU & SUZUKI AUTO RECYCLING	RANCHO CORDOVA	95742		I					
3565 RECYCLE RD STE 1	ASIAN AUTO RECYCLING	RANCHO CORDOVA	95742	A	A					
3567 RECYCLE RD	CAL NEVA RECYCLING	RANCHO CORDOVA	95742	I	I					
3569 RECYCLE RD STE 1	ANATOLII'S BMW	RANCHO CORDOVA	95742		I					
3569 RECYCLE RD STE 20	BURLEW ENGINEERING	RANCHO CORDOVA	95742	I	I					
3569 RECYCLE RD 21	SIERRA FABRICATION & DESIGN	RANCHO CORDOVA	95742	I	I					
3571 RECYCLE RD	MSA: RECYCLE WELL SITE (W18)	SACRAMENTO	95742	A					I	
3600 RECYCLE RD	SPECIALIZED GERMAN RECYCLING, INC	RANCHO CORDOVA	95742	A	A					
3612 RECYCLE RD	RUSSIAN RIVER AUTO DISMANTLER	RANCHO CORDOVA	95742	I	I					
3624 RECYCLE RD	M & S RECYCLING	RANCHO CORDOVA	95742	A	A					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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3644 RECYCLE RD	WIREMAN FENCE PRODUCTS	RANCHO CORDOVA	95742	A	I					
3667 RECYCLE RD STE 1	SUNRISE AUTO SOURCE	RANCHO CORDOVA	95742	I	I					
3667 RECYCLE RD STE 3 & 4	PRECISION FACTORY COLLISION REPAIR	RANCHO CORDOVA	95742	A	A					
3689 RECYCLE RD STE 1	ALL TOYOTA LEXUS PARTS	RANCHO CORDOVA	95742	A	A					
3689 RECYCLE RD STE 2	HAT AUTO RECYCLING	RANCHO CORDOVA	95742	A	A					
3690 RECYCLE RD STE 3	L-A AUTO CARE	RANCHO CORDOVA	95742		A					
3697 RECYCLE RD STE 1	IMPORT AUTO PARTS	RANCHO CORDOVA	95742	A	A					
3697 RECYCLE RD STE 2	EUROPEAN RECYCLING, INC	RANCHO CORDOVA	95742	A	A					
3701 RECYCLE RD	RANCHO MOTORCYCLE DISMANTLING	RANCHO CORDOVA	95742	A	A					
3715 RECYCLE RD	AAA AUTO BODY PARTS	RANCHO CORDOVA	95742		I					
3723 RECYCLE RD	HAP AUTO WRECKING	RANCHO CORDOVA	95742	A	A					
3730 RECYCLE RD 1	BOB KING	RANCHO CORDOVA	95742		A					
3730 RECYCLE RD STE 3	ACTION CABINETS	RANCHO CORDOVA	95742		I					
3730 RECYCLE RD STE 7	ACE'S PLACE BODY & PAINT	RANCHO CORDOVA	95742		A					
3730 RECYCLE RD, #8	SPECIALTY PRODUCTS DESIGN	RANCHO CORDOVA	95742	I						
3731 RECYCLE RD	AAA DODGE TRUCK	RANCHO CORDOVA	95742	A	A					
3731 RECYCLE RD	RANCHO CPD	RANCHO CORDOVA	95742	I	I					
3750 RECYCLE RD 1	CHEVY SPORTS RECYCLING	RANCHO CORDOVA	95742		I					
3750 RECYCLE RD STE 2	ALL HYUNDAI ISUZU, KIA #2	RANCHO CORDOVA	95742	A	A					
3761 RECYCLE RD STE C	NORCAL CAR & TRUCK WRECKING	RANCHO CORDOVA	95742	A	A					
3780 RECYCLE RD # 1	RANCHO AUTO AUCTION	RANCHO CORDOVA	95742	A	A					
3780 RECYCLE RD STE 2	AA RANCHO MPS AUTO BODY SHOP	RANCHO CORDOVA	95742		I					
3781 RECYCLE RD STE 1	NORCAL AUTO WRECKING	RANCHO CORDOVA	95742	I	I					
3781 RECYCLE RD STE 2	GLOBAL AUTO REPAIR & PAINT	RANCHO CORDOVA	95742		I					
3781 RECYCLE RD	HP MOTORS	RANCHO CORDOVA	95742	A	A					
3791 RECYCLE RD STE 1	A1 AUTO IMPORTS DISMANTLER	RANCHO CORDOVA	95742	A	A					
3791 RECYCLE RD STE 2	PRECISION AUTO DISMANTLING	RANCHO CORDOVA	95742	A	A					
3806 RECYCLE RD	CHEN JIA AUTO DISMANTLER	RANCHO CORDOVA	95742	A	A					
3811 RECYCLE RD STE 1	CAPITAL ONE AUTO DISMANTLER, INC	RANCHO CORDOVA	95742	A	A					
2020 RED ROBIN LN	SSW DISTRICT RED ROBIN/DARWIN WEL	SACRAMENTO	95821	A						
2601 REDDING AVE	DORRIS LUMBER & MOULDING CO	SACRAMENTO	95820	A	A					
2750 REDDING AVE	BAGATELOS GLASS SYSTEMS, INC	SACRAMENTO	95820	A						
2836 REDDING AVE	CALIFORNIA DIAMOND PRODUCTS	SACRAMENTO	95820		I					
3101 REDDING AVE	SCUSD -TRANSPORTATION	SACRAMENTO	95820	A	A	A				2
7325 REESE RD	BUILDING SUPPLY & LUMBER CO, INC	SACRAMENTO	95828	A						
7400 REESE RD	CAL CAP INDUSTRIES INC	SACRAMENTO	95828	I	I					
7400 REESE RD	UNITED STEEL SERVICE, INC	SACRAMENTO	95828	A						
7448 REESE RD	S & S FENCE CO INC	SACRAMENTO	95828	A						
7451 REESE RD	ELK GROVE WASTE MANAGEMENT	SACRAMENTO	95828	I						
7459 REESE RD	KAMP'S PROPANE	SACRAMENTO	95828	A						
7463 REESE RD	CUSTOM WOODS DESIGN	SACRAMENTO	95828	I	A					
7471 REESE RD	TEECO PRODUCTS, INC	SACRAMENTO	95828	A	A					
7471 REESE RD	LONESTAR TRUCKING	SACRAMENTO	95828	I	I					

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7473 REESE RD	INTER CITY INC	SACRAMENTO	95828	A	A					
7485 REESE RD	ONETO METAL PRODUCTS CORP	SACRAMENTO	95828	A	A					
7507 REESE RD	MAJESTIC LANDSCAPE & MAINTENANCE	SACRAMENTO	95828	A	A					
7515 REESE RD	SPANDA INDUSTRIAL DEVELOPMENT, IN	SACRAMENTO	95828	A	I					
7520 REESE RD	MISSION LINEN SUPPLY	SACRAMENTO	95828	A	A			A		
7524 REESE RD	MISSION LINEN SUPPLY	SACRAMENTO	95828	A	A	I		I		
7529 REESE RD	BAJWA TRUCK REPAIR LLC	SACRAMENTO	95828	A	A					
7550 REESE RD	PEPSI COLA BOTTLING COMPANY	SACRAMENTO	95828	A	A	I			A	2
11492 REFINEMENT RD	KLUE CO/INP INC	RANCHO CORDOVA	95742	A	A					
11494 REFINEMENT RD	CMF TITAN WAKE ACCESSORIES	RANCHO CORDOVA	95742	I	I					
11496 REFINEMENT RD B	VITA LAWN	RANCHO CORDOVA	95742	I						
11496 REFINEMENT RD	PERFECT-IT BODY & PAINT INC	RANCHO CORDOVA	95742	I	I					
2081 RENE AVE STE A	CARSON MECHANICAL, INC	SACRAMENTO	95838	A	A					
2081 RENE AVE B	OMNI MICROGRAPHICS INC	SACRAMENTO	95838	I	I					
2081 RENE AVE STE C	AAA PLATING	SACRAMENTO	95838	A	A					
2081 RENE AVE STE D	INTERSTATE BATTERY SYSTEM OF SAC1	SACRAMENTO	95838	I	I					
RENFREE FIELD/ANNADALE LN	SACRAMENTO CITY WELL #152	SACRAMENTO	95821	I					I	
3951 RESEARCH DR STE A	HILLYARD	SACRAMENTO	95838	I	I					
3951 RESEARCH DR STE B	KAESER COMPRESSORS, INC	SACRAMENTO	95838	I	A					
3980 RESEARCH DR	VERMEER PACIFIC	SACRAMENTO	95838	A	A					
10674 RESERVE DR	AEROJET GENERAL CORP - GET H	RANCHO CORDOVA	95670	I						
1485 RESPONSE RD STE 126	SCHOOLS FINANCIAL CREDIT UNION	SACRAMENTO	95815	A						
1650 RESPONSE RD	KAISER FOUNDATION HOSPITAL-PT WES	SACRAMENTO	95825	A	A	I				0
1841 REYNOLDS WAY	HOLLIDAY FENCE COMPANY	SACRAMENTO	95838	I						
1850 REYNOLDS WAY STE 200	METRO PCS CA/FLORIDA	SACRAMENTO	95838	A						
1850 REYNOLDS WAY	HIGHLANDS GLASS & COLLISION	SACRAMENTO	95838	I	I					
15100 REYNOSA DR	RANCHO MURIETA CSD: MAIN LIFT SOUT	RANCHO MURIETA	95683	A	I	I				1
2539 RHINE WAY	CALIFORNIA-AMERICAN WATER CO	ELVERTA	95626	A					I	
201 RICHARDS BLVD	CHEVRON STATION #96764	SACRAMENTO	95811	A	A	A				3
300 RICHARDS BLVD	CITY OF SACRAMENTO - POLICE & DEVE	SACRAMENTO	95811	A	I					
345 RICHARDS BLVD	EWING IRRIGATION PRODUCTS, INC	SACRAMENTO	95811	A						
350 RICHARDS BLVD	STRATEGIC MATERIALS INC	SACRAMENTO	95811	I	I					
431 RICHARDS BLVD	FEDERAL EXPRESS CORP - SMFRT	SACRAMENTO	95811	A	A					
444 RICHARDS BLVD	CALVADA SALES CO	SACRAMENTO	95811	A	A				I	
900 RICHARDS BLVD	YELLOW CAB CO OF SACRAMENTO	SACRAMENTO	95811	A	A	A				1
950 RICHARDS BLVD	SACRAMENTO THEATRICAL LIGHTING LT	SACRAMENTO	95811	A	A					
1001 RICHARDS BLVD	UNIVERSAL LIMOUSINE & TRANSPORTATI	SACRAMENTO	95811		I					
1401 RICHARDS BLVD	GCR TIRE CENTER	SACRAMENTO	95811	A	A					
1441 RICHARDS BLVD BLDG B	NORTH VALLEY BODY & PAINT SHOP	SACRAMENTO	95811	A	A					
1441 RICHARDS BLVD	KEN IMLER DIESEL PERFORMANCE	SACRAMENTO	95811	A	A					
4010 RIDING CLUB LN	SSW DISTRICT RIDING CLUB/LADINO WE	SACRAMENTO	95864	A						
612 RILEY ST	WOOD FAMILY DENTAL	FOLSOM	95630		I					
715 RILEY ST	VERIZON WIRELESS - CENTRAL FOLSOM	FOLSOM	95630	A						

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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720 RILEY ST	THE TIRE SHOP	FOLSOM	95630		I					
1004 RILEY ST STE 4	ONE STOP CLEANERS	FOLSOM	95630	I	I					
1006 RILEY ST	24 HOUR FITNESS INC CLUB #809	FOLSOM	95630	I						
1008 RILEY ST	PET VETS OF FOLSOM	FOLSOM	95630		I					
1013 RILEY ST	K-MART	FOLSOM	95630	I						
1018 RILEY ST	WAL-MART STORE #1760	FOLSOM	95630	I						
1018 RILEY ST	WAL-MART STORE #1760	FOLSOM	95630	A	A	I		I		1
1020 RILEY ST	RILEY STREET CHEVRON	FOLSOM	95630	A	A	A				3
1100 RILEY ST	WALGREENS #6417	FOLSOM	95630	A	A					
1159 RILEY ST	RITZ CAMERAS	FOLSOM	95630		I					
1191 RILEY ST	O'REILLY AUTO PARTS #3030	FOLSOM	95630	A	A					
1200 RILEY ST	FOLSOM AQUATIC CENTER	FOLSOM	95630	A			I			
2152 RIO LINDA BLVD	SACRAMENTO CITY FIRE STATION 20	SACRAMENTO	95815	A	A					
2572 RIO LINDA BLVD	MC AUTO REPAIR & TIRES	SACRAMENTO	95815	A	A					
2594 RIO LINDA BLVD	PAC BELL TELEPHONE CO - AT&T CALIFC	SACRAMENTO	95815	A	A	A				2
2600 RIO LINDA BLVD	BONFARE MARKET #38	SACRAMENTO	95815	A	A	A				3
2810 RIO LINDA BLVD	PINO'S AUTO REPAIR	SACRAMENTO	95815	I	I					
2900 RIO LINDA BLVD	SAMMY'S AUTO BODY & COLLISION	SACRAMENTO	95815	I	A					
3001 RIO LINDA BLVD	SACRAMENTO CITY WELL #143	SACRAMENTO	95815	A					A	
3200 RIO LINDA BLVD	FUEL STOP MINI MART & TIRE	SACRAMENTO	95815	A	A	A				2
3604 RIO LINDA BLVD	BIG M AUTOMOTIVE	SACRAMENTO	95838		I					
4800 RIO LINDA BLVD	SACRAMENTO CITY WELL #153	SACRAMENTO	95838	A					A	
4801 RIO LINDA BLVD	NOLAN'S SELF-SERVE	SACRAMENTO	95838			I				
4807 RIO LINDA BLVD	WATER RITE PRODUCTS INC	SACRAMENTO	95838	I						
4835 RIO LINDA BLVD	WEST CONCRETE, INC	SACRAMENTO	95838	A	A					
6221 RIO LINDA BLVD	CROWDER PAINTING	RIO LINDA	95673	I						
6401 RIO LINDA BLVD	RIO FOOD & LIQUOR LLC	RIO LINDA	95673	A	A	A				4
6609 RIO LINDA BLVD	SACRAMENTO METRO FIRE STATION 111	RIO LINDA	95673	A						
6716 RIO LINDA BLVD D	ADAM E CORTESE DDS	RIO LINDA	95673		I					
6716 RIO LINDA BLVD	MD MORTENSEN DC	RIO LINDA	95673		I					
6800 RIO LINDA BLVD	ARCHWAY AUTO SUPPLY	RIO LINDA	95673	I		I				4
7801 RIO LINDA BLVD	ARAM YENOVKIAN	ELVERTA	95626			I				0
RIO OSO DR/3 PARK	RMCSO: RIO OSO WATER TANK	SLOUGHHOUSE	95683	A						
RIO TIERRA AVE/NORTHVIEW DR	SACRAMENTO CITY WELL #94	SACRAMENTO	95833	A					A	
600 RIO TIERRA AVE	CIRCLE K STORES	SACRAMENTO	95833	A	A	A				2
2619 RIPARIAN DR	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95757	A						
RIPARIAN DR	MSA: RIPARIAN WELL (W-56)	ELK GROVE	95758	A						
12610 RISING RD	CBS RADIO	WILTON	95693	A						
4735 RIVER COLLEGE DR	RIVER COLLEGE WELL #22	SACRAMENTO	95841						I	
1535 RIVER PARK DR	FEDERAL EXPRESS - SMFRC	SACRAMENTO	95815	I	I	I				1
1545 RIVER PARK DR	AT & T MOBILITY-ARDEN & POINT WEST	SACRAMENTO	95815	I						
1565 RIVER PARK DR, #A	BUSINESS PRINTING & COPIES	SACRAMENTO	95815		I					
1481 RIVER PARK RD	NIELLO	SACRAMENTO	95815	I						

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1000 RIVER ROCK DR, #100	RIVER ROCK DENTAL	FOLSOM	95630		I					
1000 RIVER ROCK DR, #115	FINNELL CHIROPRACTIC CLINIC	FOLSOM	95630		I					
1000 RIVER WALK WAY	MSA: NE CHLORINATION STN (N018)	CARMICHAEL	95608	A	I				I	
1000 RIVER WALK WAY	SHERIFF'S RIVER WALK FACILITY	CARMICHAEL	95608	A	A					
1326 RIVERA DR	SACRAMENTO CITY WELL #126	SACRAMENTO	95815	A					A	
13601 E RIVER RD	PAUL D. THOMPSON	WALNUT GROVE	95690	A	A					
8325 RIVER RD	BARTLEY CAVANAUGH GOLF COURSE	SACRAMENTO	95832	A	A					
8335 RIVER RD	COUNTY OF SACRAMENTO-SRWTP	SACRAMENTO	95832	A		I				1
8417 RIVER RD	INTAKE SCREENS, INC	SACRAMENTO	95832	A						
8651 RIVER RD	CLIFF'S MARINA	SACRAMENTO	95832	A						
8780 RIVER RD	JACINTO VINEYARDS	SACRAMENTO	95832	I						
9341 RIVER RD	PHILLAU CORP	SACRAMENTO	95832	I	I					
9660 RIVER RD	BUCKEYE RANCH	SACRAMENTO	95615	I						
11691 RIVER RD	BARRY'S MACHINE WORKS	COURTLAND	95615	A						
11691 RIVER RD	LINCOLN CHAN FARMS LLC	COURTLAND	95615	I	I					
11691 RIVER RD	WALLACE CHAN FARMS, INC	COURTLAND	95615	I	I					
12010 RIVER RD	JIM ARNOLD TRUCKING	COURTLAND	95615	I	I					
12101 RIVER RD	AG CONTAINER SPECIALTIES INC	COURTLAND	95615	I	I					
12345 RIVER RD	RUNYON RANCH	COURTLAND	95615	I						
12647 RIVER RD	BARRY RANCH	COURTLAND	95615	I	I					
12845 RIVER RD	ARCEO RANCH	COURTLAND	95615	I						
12867 RIVER RD	CAL-BART ORCHARDS	COURTLAND	95615	I						
13313 RIVER RD	CAL-BART ORCHARDS	WALNUT GROVE	95690	I						
13443 RIVER RD	TONY CASTANHO JR.	WALNUT GROVE	95690	I						
13693 RIVER RD	BROWN & KAHRS RANCH	WALNUT GROVE	95690	I	I					
13900 RIVER RD	DUPLICATE - SEE FA0012883	LOCKE	95690	I		I				1
13900 RIVER RD	BOAT HOUSE MARINA	WALNUT GROVE	95690	A		I				0
13911 RIVER RD	RIVER DELTA AUTO REPAIR	WALNUT GROVE	95690	I	I					
13971 RIVER RD	SHELDON GAS CO	WALNUT GROVE	95690	A						
14001 RIVER RD	COUNTY OF SACRAMENTO - OCIT	WALNUT GROVE	95690	A						
14003 RIVER RD STE A	KOVR AUXILIARY TRANSMITTER SITE	WALNUT GROVE	95690	A		I				1
14003 RIVER RD STE D	TRANSTOWER	WALNUT GROVE	95690	A						
14025 RIVER RD	B C STOCKING DISTRIBUTING	WALNUT GROVE	95690	I	I					
14027 RIVER RD	SHELDON GAS COMPANY	WALNUT GROVE	95690	A						
14099 RIVER RD	CLIPPER SPA MANUFACTURING INC	WALNUT GROVE	95690	A	A					
14161 RIVER RD	VALLEY OAKS FOOD & FUEL	WALNUT GROVE	95690	A	A	A				4
14176 RIVER RD	BOATHOUSE MARINE REPAIR TOO	WALNUT GROVE	95690	I	I					
15548 RIVER RD	CAL-BART ORCHARDS	WALNUT GROVE	95690	I						
RIVER RD	MCCELVAIN 24-2	ISLETON	95641	A	A					
RIVER RD	LOPES RANCH MASTER METER	ISLETON	95641	A	A					
11777 RIVERSIDE AVE	NORM'S AG REPAIR	COURTLAND	95615	A	A					
2505 RIVERSIDE BLVD	TARGET STORE #0310 [HM]	SACRAMENTO	95818	A	A					
2617 RIVERSIDE BLVD	VETERINARY PRACTICE LTD TO CAT	SACRAMENTO	95818		I					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
2701 RIVERSIDE BLVD STE B	MARLON'S AUTO SERVICE	SACRAMENTO	95818	A	A					
2701 RIVERSIDE BLVD	RIVERSIDE SMOG CENTER	SACRAMENTO	95818	I	I					
2720 RIVERSIDE BLVD	ODD FELLOWS CEMETERY	SACRAMENTO	95818	I	I					
2720 RIVERSIDE BLVD	AT & T MOBILITY - SOUTH RIVER (128520	SACRAMENTO	95818	A						
2725 RIVERSIDE BLVD	AKI'S AUTO SERVICE	SACRAMENTO	95818	I	I					
2735 RIVERSIDE BLVD	RIVER TERRACE DRY CLEANING	SACRAMENTO	95818	I	A					
3171 RIVERSIDE BLVD	LAND PARK CHIROPRACTIC	SACRAMENTO	95818		I					
3211 RIVERSIDE BLVD	RIVERSIDE VALERO	SACRAMENTO	95818	A	A	A				2
3530 RIVERSIDE BLVD	SUMP 2A/2	SACRAMENTO	95818	A						
5240 RIVERSIDE BLVD	JAPANESE SERVICE CENTER II	SACRAMENTO	95822	A	A					
6393 RIVERSIDE BLVD	PHOTOMANIA	SACRAMENTO	95831		I			I		
6419 RIVERSIDE BLVD	NUGGET MARKET #3	SACRAMENTO	95831	I						
6425 RIVERSIDE BLVD	GREENHAVEN CLEANERS	SACRAMENTO	95831	I	I					
6429 RIVERSIDE BLVD	LESLIE'S SWIMMING POOL SUPPLIES	SACRAMENTO	95831	I						
6429 RIVERSIDE BLVD	LESLIE'S SWIMMING POOL SUPPLIES	SACRAMENTO	95831	I						
6431 RIVERSIDE BLVD	SHELL FACILITY #135858	SACRAMENTO	95831	A	A	A				2
1000 RIVERWALK WAY STE B	SSW NETP RIVERWALK WELLS 72, 73, 74	CARMICHAEL	95608	A						
2320 ROANOKE AVE	SACRAMENTO CITY WELL #155	SACRAMENTO	95838	A					A	
5634 ROBERTSON AVE	SACRAMENTO METRO FIRE STATION 109	CARMICHAEL	95608	A	I					
5757 ROBERTSON AVE	CARMICHAEL PRINTING COMPANY	CARMICHAEL	95608		I					
5814 ROBERTSON AVE	COLOR KING PHOTO	CARMICHAEL	95608		I					
9394 ROBSON RD	WESTERN STAR NURSERY	GALT	95632	I	I					
9500 ROBSON RD	SCOTT KOEHLER	GALT	95632	I						
9500 ROBSON RD	BOUNTIFUL OAKS FARM	GALT	95632	I						
ROBSON RD	D & A FUSO	GALT	95220	I						
2116 ROCKBRIDGE RD	SSW DISTRICT ROCKBRIDGE/BOWLING C	SACRAMENTO	95815	A						
61 ROCKET CIR	TWILIGHT MOBILE PARK	RANCHO CORDOVA	95742	A						
7918 ROCKHURST WAY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95828	A					I	
10294 ROCKINGHAM DR	RANCHO CORDOVA DIALYSIS CLINIC	SACRAMENTO	95827	A						
10361 ROCKINGHAM DR	ISA:DGS/FLEET SERVICES/ROCKINGHAM	SACRAMENTO	95827	I	I					
10382 ROCKINGHAM DR	MONARCH COLOR SERVICE	SACRAMENTO	95670		I					
10388 ROCKINGHAM DR	THERMCRAFT	SACRAMENTO	95670		I					
10398 ROCKINGHAM DR STE 12	UNIVERSAL BUILD SVCS & SUPPLY	SACRAMENTO	95670	I						
10398 ROCKINGHAM DR STE 17	SOUTHWEST MANUFACTURING SYSTEM	SACRAMENTO	95827	I	I					
10398 ROCKINGHAM DR 7	K & C DRYWALL	SACRAMENTO	95670	I						
10398 ROCKINGHAM DR STE 8	ROAD WARRIOR	SACRAMENTO	95670	I	I					
10446 ROCKINGHAM DR	CALIFORNIA-AMERICAN WATER CO	RANCHO CORDOVA	95670	A					I	
8890 ROEDIGER LN	SACRAMENTO METRO FIRE STATION 32	FAIR OAKS	95628	A						
9371 ROGERS RD	T-MOBILE WEST CORP (SC15401A)	SACRAMENTO	95829	I						
2338 ROGUE RIVER DR	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95826	A					I	
7487 ROLLINGWOOD BLVD	CONTINENTAL MOTORS	CITRUS HEIGHTS	95621	A	A					
2200 ROSE ARBOR DR	SASD NORTHBOROUGH PUMP STN (S129	SACRAMENTO	95835	A						
9184 ROSE PARADE WAY	CALIFORNIA AMERICAN WATER - ROSE F	SACRAMENTO	95826	A						

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
5807 ROSEBUD LN	RIVER CITY AUTO PAINTING INC	SACRAMENTO	95841	I	I					
5831 ROSEBUD LN	ROSEBUD-AMERICAN TOWER CORP	CITRUS HEIGHTS	95621	A						
5831 ROSEBUD LN	VERIZON WIRELESS - FOOTHILL FARMS	SACRAMENTO	95842	A	I					
5833 ROSEBUD LN	ROSEBUD WELL #7	SACRAMENTO	95841	I					I	
5850 ROSEBUD LN STE B	COATS AUTOMOTIVE REPAIR	SACRAMENTO	95841		A					
5859 ROSEBUD LN #C14	NELSON HEATING & AIR	SACRAMENTO	95841	I						
5859 ROSEBUD LN STE A24	F-N-A MOTORSPORTS	SACRAMENTO	95841	A	A					
5859 ROSEBUD LN STE A28	FNA MOTORSPORTS SERVICE	SACRAMENTO	95841	I	I					
5859 ROSEBUD LN STE A29	REVOLUTION INK RECORDS	SACRAMENTO	95841		I					
5859 ROSEBUD LN, #B11	BELD'S QUALITY REFINISHING	SACRAMENTO	95841		I					
5859 ROSEBUD LN STE B1	FE SPECIALTIES	SACRAMENTO	95841	A	A					
5859 ROSEBUD LN STE B8	WELDING WIRE WAREHOUSE	SACRAMENTO	95841	I						
5859 ROSEBUD LN STE B9	NOR CAL LANDSCAPE & MAINTENANCE	SACRAMENTO	95841		I					
5859 ROSEBUD LN	JG ENGINE & GENERATOR	SACRAMENTO	95841		I					
5901 ROSEBUD LN 110	TERRY PAINTING	SACRAMENTO	95841	I	I					
5920 ROSEBUD LN	CAPITOL NEON	SACRAMENTO	95841	A	A					
5940 ROSEBUD LN, #4	ILLUSIONS	SACRAMENTO	95841		I					
5248 ROSE ST	ROBLA SCHOOL	SACRAMENTO	95838	I						
1921 ROSEVILLE RD	AT&T MOBILITY MARCONI CURVE (9716)	NORTH HIGHLANDS	95821	A						
3900 ROSEVILLE RD	CA AIR NATIONAL GUARD (NORTH HIGHL	NORTH HIGHLANDS	95660	A	A					
4190 ROSEVILLE RD	PAC WEST CO	NORTH HIGHLANDS	95660	A						
4200 ROSEVILLE RD	HUNT & SONS INC	NORTH HIGHLANDS	95660	A	A	A				4
4212 ROSEVILLE RD STE K	PALMERS PURSUIT SHOP	NORTH HIGHLANDS	95660	A	I					
4214 ROSEVILLE RD	PRIDE INDUSTRIES	NORTH HIGHLANDS	95660	I	I					
4216 ROSEVILLE RD	SARALEE COFFEE & TEA FOODSERVICE	NORTH HIGHLANDS	95660	I						
4240 ROSEVILLE RD	GPS SPECIALTY CONSTRUCTION, INC	NORTH HIGHLANDS	95660	A						
4242 ROSEVILLE RD	SACRAMENTO SANDBLASTING	NORTH HIGHLANDS	95660	I	I					
4248 ROSEVILLE RD	UNITED REFRIGERATION, INC	NORTH HIGHLANDS	95660	A						
4290 ROSEVILLE RD	ANDERSON LUMBER	NORTH HIGHLANDS	95660	A						
4330 ROSEVILLE RD	PERFORMANCE CONTRACTING INC	NORTH HIGHLANDS	95660	I	I					
4340 ROSEVILLE RD	PERFORMANCE CONTRACTING INC	NORTH HIGHLANDS	95660	I	I					
4360 ROSEVILLE RD	RALEY'S	NORTH HIGHLANDS	95660	A	A					
4368 ROSEVILLE RD A	ENERGETIC PAINTING/DRYWALL	NORTH HIGHLANDS	95660	I	I					
4368 ROSEVILLE RD, #A	HFC AUTOMOTIVE	NORTH HIGHLANDS	95660	I	I					
4450 ROSEVILLE RD	MSA: NORTH AREA RECOVERY STN	NORTH HIGHLANDS	95660	A	A	A		A		2
4550 ROSEVILLE RD	HD SUPPLY CONSTRUCTION SUPPLY, LT	NORTH HIGHLANDS	95660	A	A					
4554 ROSEVILLE RD STE A	AUTOBODY DYNAMICS	NORTH HIGHLANDS	95660	A	A					
4554 ROSEVILLE RD STE B	METRO PLATING CO	NORTH HIGHLANDS	95660	I	I					
4554 ROSEVILLE RD STE D	THOMPSON SALES	NORTH HIGHLANDS	95660	I	I					
4554 ROSEVILLE RD E	CLUTCH TECH	NORTH HIGHLANDS	95660		I					
4558 ROSEVILLE RD STE D	ANYTHING AUTOMOTIVE	NORTH HIGHLANDS	95660	A	A					
4562 ROSEVILLE RD, #B	CORVETTE SERVICE CENTER	NORTH HIGHLANDS	95660	I	I					
4604 ROSEVILLE RD STE 112	OTIS ELEVATOR COMPANY	NORTH HIGHLANDS	95660	A	A					

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4608 ROSEVILLE RD 105- 108	PALADIN PRIVATE SECURITY	NORTH HIGHLANDS	95660		I					
4612 ROSEVILLE RD STE 112	PALADIN PRIVATE SECURITY	NORTH HIGHLANDS	95660	I	I					
4704 ROSEVILLE RD 108	OTIS ELEVATOR CO	NORTH HIGHLANDS	95660		I					
4704 ROSEVILLE RD 110	AMERICAN WHLSLE THERMOGRAPHY	NORTH HIGHLANDS	95660		I					
4949 ROSEVILLE RD	SAC COUNTY DEPT OF TRANSPORTATIC	NORTH HIGHLANDS	95660	A	A					
5302 ROSEVILLE RD	LUND EQUIPMENT LP	NORTH HIGHLANDS	95660	A	A	A				2
5304 ROSEVILLE RD J	CABINET CRAFTERS INC	NORTH HIGHLANDS	95660		A					
5316 ROSEVILLE RD STE C	DESOTO SALES	NORTH HIGHLANDS	95660	A						
5316 ROSEVILLE RD STE G	ALIGNMENT SPECIALTIES	NORTH HIGHLANDS	95660	I	A					
5316 ROSEVILLE RD STE H	CUSTOM TRANSISTIONS INC	NORTH HIGHLANDS	95660	I	A					
5316 ROSEVILLE RD N	DON'S ANY WEATHER MACHINE	NORTH HIGHLANDS	95660		I					
5340 ROSEVILLE RD	TKO RECYCLING	NORTH HIGHLANDS	95660		A					
5416 ROSEVILLE RD	LIVINGSTON'S CONCRETE SERVICE, INC	NORTH HIGHLANDS	95660	A	A	A				2
5550 ROSEVILLE RD	PACIFIC SUPPLY	NORTH HIGHLANDS	95842	A	I					
5550 ROSEVILLE RD	TRUCK SHOP	NORTH HIGHLANDS	95842	I	I					
5630 ROSEVILLE RD STE A	WEST COAST TRANSMISSIONS	SACRAMENTO	95842	A	A					
5630 ROSEVILLE RD B	PARTSLINE WAREHOUSE INC	SACRAMENTO	95842	I						
5630 ROSEVILLE RD STE C	CHUCK'S TRANSMISSION & AUTOMOTIVE	SACRAMENTO	95842	I	I					
5630 ROSEVILLE RD STE D	SMOG DIAGNOSTIC SPECIALISTS	SACRAMENTO	95842	I	I					
5630 ROSEVILLE RD STE E	JT'S MUSTANG & PERFORMANCE	SACRAMENTO	95842	I	A					
5640 ROSEVILLE RD STE A&B	CARRIAGE TOWING	SACRAMENTO	95842	I	I					
5640 ROSEVILLE RD STE A	A 2 Z CUSTOMS	SACRAMENTO	95842	I	I					
5640 ROSEVILLE RD STE A	SMOG & AUTO REPAIR SPECIALISTS	SACRAMENTO	95842		I					
5650 ROSEVILLE RD	DALTILE	SACRAMENTO	95842	I						
5710 ROSEVILLE RD A	TOM DUFFY COMPANY	SACRAMENTO	95842	I	I					
5710 ROSEVILLE RD B	MOXIE INTERNATIONAL	SACRAMENTO	95842	I						
5710 ROSEVILLE RD STE C	NATIONAL AUTOMOTIVE REPAIR	SACRAMENTO	95842	A	A					
5720 ROSEVILLE RD STE A	D & L AUTOMOTIVE REPAIR	SACRAMENTO	95842	A	A					
5720 ROSEVILLE RD B	GOLDEN STATE COLLISION CENTER	SACRAMENTO	95842	I	I					
5720 ROSEVILLE RD STE J	FRITZ & COMPANY	SACRAMENTO	95842	A	A					
5720 ROSEVILLE RD STE N	CALIFORNIA LAMINATED PRODUCTS, INC	SACRAMENTO	95842	I						
5730 ROSEVILLE RD, #A	AUTOMOTIVE DIAGNOSTIC SERVICE	SACRAMENTO	95842	I	I					
5730 ROSEVILLE RD STE B	CIRCLE M AUTOMOTIVE	SACRAMENTO	95842		I					
5730 ROSEVILLE RD C	KOOCHOO'S AUTO SERVICE	SACRAMENTO	95842		I					
5730 ROSEVILLE RD E	MIRACLE METHOD PAINTING	SACRAMENTO	95842	I	I					
5730 ROSEVILLE RD STE H	CES ENVIRONMENTAL INC	SACRAMENTO	95842	I						
5740 ROSEVILLE RD STE A	MOTIVE CAR CARE, INC	SACRAMENTO	95842	A	A					
5740 ROSEVILLE RD STE F	BILL WHITLEY PAINTING & DRYWALL INC	SACRAMENTO	95842	I						
5740 ROSEVILLE RD STE H	BOB'S AMERICAN MOTORCYCLE	SACRAMENTO	95842		I					
5740 ROSEVILLE RD J	ALL PHASE WELDER REPAIR	SACRAMENTO	95842		I					
5740 ROSEVILLE RD STE M	JAW'S GEAR & AXLE INC	SACRAMENTO	95842	A	A					
5750 ROSEVILLE RD STE 2	MIRACLE METHOD PAINTING	SACRAMENTO	95842	A	A					
5770 ROSEVILLE RD, #1	LAWN GREEN	SACRAMENTO	95842	I						

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5780 ROSEVILLE RD STE B	GEARHEAD GARAGE, INC	SACRAMENTO	95842	A	A					
5800 ROSEVILLE RD, #1	ADCO TRANSMISSION	SACRAMENTO	95842		I					
5800 ROSEVILLE RD STE 9	DB CUSTOMS	SACRAMENTO	95842		A					
5800 ROSEVILLE RD	VAN DYKE FABRICATION	SACRAMENTO	95842	I	I					
5922 ROSEVILLE RD	FAA MCC/ASR-9	SACRAMENTO	95842	A	A					
6901 ROSEVILLE RD	COMCAST OF SACRAMENTO MEADEND	SACRAMENTO	95842	A						
6925 ROSEVILLE RD	TRILOGY PLUMBING INC	SACRAMENTO	95842	I						
7031 ROSEVILLE RD	STAPLES & PFEIFFER INC	SACRAMENTO	95842	I	I					
7210 ROSEVILLE RD	TOWER MART #184	SACRAMENTO	95842	A	A	A				3
7307 ROSEVILLE RD STE 10	AUTO & TRUCK MASTERS, INC	SACRAMENTO	95842	A	A					
7307 ROSEVILLE RD STE 18	INTERNATIONAL AUTOBODY & FRAME	SACRAMENTO	95842	A	A					
7307 ROSEVILLE RD STE 7	PACIFIC DECORATIVE CONCRETE, INC	SACRAMENTO	95842	A	A					
7309 ROSEVILLE RD	AT & T MOBILITY - DON JULIO &	SACRAMENTO	95842	I						
7309 ROSEVILLE RD	VERIZON WIRELESS - ANTELOPE	SACRAMENTO	95842	A						
7319 ROSEVILLE RD A	BEDROSANS	SACRAMENTO	95842	I						
7321 ROSEVILLE RD STE 10	HEATING & COOLING SUPPLY, INC	SACRAMENTO	95842	A	I					
7325 ROSEVILLE RD	RAYMAR INFORMATION TECHNOLOGY, II	SACRAMENTO	95842	I						
7329 ROSEVILLE RD STE 1	UTOPIA AUTO BODY INC	SACRAMENTO	95842	A	A					
7333 ROSEVILLE RD STE 1	FORCE FED PERFORMANCE INC	SACRAMENTO	95842	A	A					
7352 ROSEVILLE RD	SACRAMENTO METRO FIRE STATION 25	SACRAMENTO	95842	A						
7370 ROSEVILLE RD	CA AMERICAN WATER-ROSEVILLE RD W	SACRAMENTO	95842	A					I	
7407 ROSEVILLE RD	GOLDEN STATE COLLISION CENTERS, IN	SACRAMENTO	95842	A	A					
3810 ROSIN CT STE 100	GTECH CORP	SACRAMENTO	95834	A						
3940 ROSIN CT	CALTRANS-NORTHGATE MNTNCE YARD	SACRAMENTO	95834	A	A					
3443 ROUTIER RD	RWQCB - CENTRAL VALLEY REGION	SACRAMENTO	95827	I						
8351 ROVANA CIR	ITWB CG	SACRAMENTO	95828	A	A					
8360 ROVANA CIR STE 3	CONQUIP INC	SACRAMENTO	95828	I	I					
8361 ROVANA CIR STE 100	ROADTEX TRANSPORTATION CORPORA	SACRAMENTO	95828	A						
8362 ROVANA CIR	SWANSON CARPET, INC	SACRAMENTO	95828	A						
8364 ROVANA CIR	THE GARAGE DOOR & FIREPLACE CENTI	SACRAMENTO	95828	I						
8366 ROVANA CIR	FRED BAND/ASSOCIATES, INC	SACRAMENTO	95828	A						
8368 ROVANA CIR	CAR & E, INC	SACRAMENTO	95828	A	A					
8370 ROVANA CIR	ENGLISH GARDEN CARE INC	SACRAMENTO	95828		I					
8371 ROVANA CIR STE 100	FED EX GROUND HOME DELIVERY	SACRAMENTO	95828		I					
8374 ROVANA CIR	BAY SHORE FENCE CO	SACRAMENTO	95828	A						
8376 ROVANA CIR	DOMINGUEZ LANDSCAPE SERVICES, INC	SACRAMENTO	95828	A	A					
8378 ROVANA CIR	TEEN CHALLENGE AUTO CENTER	SACRAMENTO	95828		A					
8382 ROVANA CIR	DOMINGUEZ LANDSCAPE	SACRAMENTO	95828	I	I					
8382 ROVANA CIR	BEST CONTRACTING SERVICES INC	SACRAMENTO	95828	I						
8384 ROVANA CIR	MR ROOTER PLUMBING	SACRAMENTO	95828	I						
8386 ROVANA CIR	GSL FINE LITHOGRAPHERS	SACRAMENTO	95828	A	A					
8400 ROVANA CIR	MASTER HALCO, INC	SACRAMENTO	95828	A						
8409 ROVANA CIR STE 7	CLAYSTONE	SACRAMENTO	95828	A	A					

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8417 ROVANA CIR 7	ALLIED FINISHING	SACRAMENTO	95828		I					
8430 ROVANA CIR	ANDREW CORPORATION	SACRAMENTO	95828	I	I			I		
8432 ROVANA CIR 1	CIMARRON OF CALIFORNIA	SACRAMENTO	95828	I	I					
8432 ROVANA CIR STE 4	WESTERN SHOWER DOOR	SACRAMENTO	95828	I						
8440 ROVANA CIR STE 200	DALTON ENTERPRISES, INC	SACRAMENTO	95828	A	I					
8460 ROVANA CIR	CONTRACTOR'S WARDROBE	SACRAMENTO	95828	A	A			A		
8490 ROVANA CIR	T.M. COBB CO	SACRAMENTO	95828	A						
8496 ROVANA CIR	ANDERSON LOGISTICS	SACRAMENTO	95828	I						
1900 ROYAL OAKS DR	CALTRANS EQUIPMENT FIELD SHOP	SACRAMENTO	95815	I	I					
1900 ROYAL OAKS DR	DEPARTMENT OF TRANSPORTATION/CA	SACRAMENTO	95815	A						
2000 ROYAL OAKS DR	US POSTAL SRVC: VEHICLE MNTNCE	SACRAMENTO	95813	A	A	I				5
930 R ST	ALLIANCE PRINT & DESIGN	SACRAMENTO	95811	I	I					
1021 R ST	ART FOUNDRY INC	SACRAMENTO	95811	A	A					
2000 R ST	CHASE TIRE & BRAKE	SACRAMENTO	95811	I	I					
2608 R ST	ECHO SHIRTS	SACRAMENTO	95816		I					
2710 R ST	ABC SUPPLY INC	SACRAMENTO	95816	A	I					
3400 R ST	CALTRANS DIV OF EQUIP HDQ SHOP	SACRAMENTO	95816	A	A					
3675 R ST	ZIMMERMAN ROOFING INC	SACRAMENTO	95816	I	I					
RUDDY DUCK WAY	MSA: WEST TARON WELL (W-75)	ELK GROVE	95758	A						
7465 RUSH RIVER DR STE 170	BRITE CLEANERS	SACRAMENTO	95831	A	A					
7465 RUSH RIVER DR STE 500	CVS/PHARMACY #9972	SACRAMENTO	95831	I	A					
7465 RUSH RIVER DR 830	POCKET ANIMAL MEDICAL CENTER	SACRAMENTO	95831		I					
7465 RUSH RIVER DR	BEL AIR SUPERMARKET #514	SACRAMENTO	95831	I						
7485 RUSH RIVER DR, #755	ARTHUR L BURBRIDGE DDS	SACRAMENTO	95831		I					
8117 RUSH RIVER DR	SUMP 137	SACRAMENTO	95831	A						
1221 RUSHDEN DR	AMERICAN APPLIANCE RECYCLERS	SACRAMENTO	95864		I					
1415 RUSHDEN DR	ARDEN MANOR REC & PARK DISTRICT	SACRAMENTO	95864	A						
1415 RUSHDEN DR	ARDEN CORDOVA WATER SVCE (WELL #	SACRAMENTO	95864	I						
1415 RUSHDEN DR	VERIZON WIRELESS - HURLEY	SACRAMENTO	95864	A						
6308 RUSHMORE DR	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95842	A					I	
161 RUSSELL RD	AMISTAD RANCHES	COURTLAND	95615	I	I					
1600 SACRAMENTO INN WAY STE 218	AT&T MOBILITY-EL CAMINO (9762)	SACRAMENTO	95815	A						
8019 SACRAMENTO ST	FAIR OAKS GERMAN AUTO	FAIR OAKS	95628		I					
8019 SACRAMENTO ST	OTIS AUTOMOTIVE	FAIR OAKS	95628	A	A					
8024 SACRAMENTO ST	FAIR OAKS AUTO REPAIR	FAIR OAKS	95628	A	A					
1655 SAGER POINT RD	VERIZON WIRELESS - FOLSOM SOUTH	FOLSOM	95630	A						
8885 SALMON FALLS DR	CA AMERICAN WATER SALMON FALLS W	SACRAMENTO	95826	A					I	
7397 SAN JOAQUIN ST	CITY OF SACRAMENTO	SACRAMENTO	95820	A						
7398 SAN JOAQUIN ST	CHERRINGTON CORPORATION	SACRAMENTO	95820	A	A					
7399 SAN JOAQUIN ST	VERIZON WIRELESS - SACTO STATE UNI	SACRAMENTO	95820	A						
7399 SAN JOAQUIN ST	COUNTY OF SACRAMENTO - OCIT	SACRAMENTO	95817	A						
7500 SAN JOAQUIN ST BLDG A	MIKE & SONS TRUCK REPAIR, INC	SACRAMENTO	95820	A	A					
7500 SAN JOAQUIN ST BLDG B	MATERIAL TRANSPORT	SACRAMENTO	95820	A						

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SAN JUAN RD & WITTER WAY	SUMP 17	SACRAMENTO	95834	A						
4000 SAN JUAN AVE	VERIZON WIRELESS - FAIR JUAN	FAIR OAKS	95628	A						
4408 SAN JUAN AVE 2	D M O'BRIEN DC	FAIR OAKS	95628		I					
4410 SAN JUAN AVE	MOBILE 1 LUBE EXPRESS	FAIR OAKS	95628	A	A					
4625 SAN JUAN AVE	VALERO - ARCO #3427	FAIR OAKS	95628	A	A	A				3
4701 SAN JUAN AVE	ACTION FOREIGN AUTO	FAIR OAKS	95628	I	I					
4800 SAN JUAN AVE	ER AUTO REPAIR	FAIR OAKS	95628	A	A					
4818 SAN JUAN AVE	DR BRETT GOTTLIEB	FAIR OAKS	95628		I					
4828 SAN JUAN AVE	RAINBOW PHOTO	FAIR OAKS	95628		I			I		
4840 SAN JUAN AVE	RALEY'S SUPERMARKET #417	FAIR OAKS	95628	I	I					
4856 SAN JUAN AVE	CHOI'S CLEANERS	FAIR OAKS	95628	I	I					
5344 SAN JUAN AVE	AUTO PRO	FAIR OAKS	95628	A	A					
5440 SAN JUAN AVE	ARCO AM/PM	CITRUS HEIGHTS	95610	A	A	A				4
5927 SAN JUAN AVE	BAUER'S SAN JUAN CAR WASH	CITRUS HEIGHTS	95610	I	I	I				
5941 SAN JUAN AVE STE 2D	AT&T MOBILITY - GREENBACK LANE (977	CITRUS HEIGHTS	95610	A						
5997 SAN JUAN AVE	SAN JUAN VETERINARY HOSPITAL	CITRUS HEIGHTS	95610		I					
6021 SAN JUAN AVE	C & A FRESH PRODUCE	CITRUS HEIGHTS	95610	I						
6024 SAN JUAN AVE, #A	BRADLEY S NYDEGGER DDS	CITRUS HEIGHTS	95610		I					
6024 SAN JUAN AVE, #B	WELL BEING HEALTH CENTER	CITRUS HEIGHTS	95610		I					
6028 SAN JUAN AVE	SILVEIRA CHIROPRACTIC	CITRUS HEIGHTS	95610		I					
6046 SAN JUAN AVE	CAPITAL TRANSMISSION SVC CNTR, INC	CITRUS HEIGHTS	95610	A	A					
6124 SAN JUAN AVE	ORCHARD SUPPLY HARDWARE #451	CITRUS HEIGHTS	95610	A	A					
6128 SAN JUAN AVE	RITE AID #6047	CITRUS HEIGHTS	95610	I	I			I		
6135 SAN JUAN AVE	KOHL'S CORPORATION	CITRUS HEIGHTS	95610	A						
7400 SANDALWOOD DR	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	I						
5415 SANDBURG DR	GLENN HALL PARK POOL	SACRAMENTO	95819	A					I	
11300 SANDERS DR STE 13	AIRTECH MECHANICAL INC	RANCHO CORDOVA	95742	I	I					
11300 SANDERS DR STE 14	F S MEDICAL TECHNOLOGY	RANCHO CORDOVA	95742		I					
11300 SANDERS DR STE 1	FS MEDICAL TECHNOLOGY	RANCHO CORDOVA	95742	A	A					
11300 SANDERS DR STE 20	KP MACHINE WORKS	RANCHO CORDOVA	95742	I						
11300 SANDERS DR 21	MASTER CRAFT PAINTING	RANCHO CORDOVA	95742	I	I					
11300 SANDERS DR STE 22	ELECTRONIC ASSEMBLING SOLUTIONS I	RANCHO CORDOVA	95742		I					
11325 SANDERS DR	CALTRANS - SUNRISE MAINTENANCE FA	RANCHO CORDOVA	95742	A	A					
4033 SANGAMON ST	SCLAMBERG IRON & METAL	CARMICHAEL	95608		I					
1401 SANTA ANA AVE	MONTE CASE	SACRAMENTO	95838	I	I					
1428 SANTA ANA AVE	DOLLAR TOW CO	SACRAMENTO	95838	I	I					
1564 SANTA ANA AVE STE 120	STS 475	SACRAMENTO	95838	I	I					
1572 SANTA ANA AVE	WESTERN INFRASTRUCTURE LABS	SACRAMENTO	95838	I						
1580 SANTA ANA AVE	RIVER CITY AUTO	SACRAMENTO	95838		I					
1720 SANTA ANA AVE	MYGRANT GLASS CO	SACRAMENTO	95838	A						
2016 SANTA LUCIA WAY	DELKRON MANUFACTURING INC	CARMICHAEL	95608		I					
1771 SANTA YNEZ WAY STE 2	RINCON TOWING, INC	SACRAMENTO	95816	A	A					
219 SANTIAGO AVE	SUMP 85	SACRAMENTO	95815	A						

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
13570 SARGENT AVE	ERVIN LANE CO INC	GALT	95632		I					
13340 SARGENT RD	JOE VITORIA FARMS	GALT	95632	I	I					
251 SASHA ROSE DR	CITY OF GALT - FUMASI WELL #15	GALT	95632	A						
9151 SCHMUCKLY DR	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95826	A					I	
6531 SCHOOLHOUSE RD	SPRINT NEXTEL CELL SITE CA0229	SACRAMENTO	95837	A						
9592 SCHOOL ST	VERIZON WIRELESS - ELK GROVE WATE	ELK GROVE	95624	A						
3650 SCHRIEVER AVE	CAL EMA	MATHER	95655	A	I					
3707 SCHRIEVER AVE	SUTTER HEALTH INFORMATION SERVICE	MATHER	95655	A						
3050 SCOTLAND DR	CALIFORNIA-AMERICAN WATER CO	NORTH HIGHLANDS	95843	I					I	
3830 SCOTT RD	VERIZON WIRELESS - BOYS RANCH	FOLSOM	95630	A						
8111 SCOTTSDALE DR A	POWER MART	SACRAMENTO	95828	I						
1150 SCRIBNER RD	KELLEY R FARMS	SACRAMENTO	95831	I						
1 SCRIPPS DR SUIT 302	JOHN F NELSON DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #101	EDWARD HILDER DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #104	RAY E JOHANSEN DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #106	MICHAEL S PHELPS DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR 110	RADIOLOGICAL ASSOCIATION OF SACTC	SACRAMENTO	95825		I					
2 SCRIPPS DR, #201	DANIEL P JONES DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #202	WAYNE E WALTERS DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #206	GRANT A IRWIN DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #208	VERNON L WRIGHT DMD	SACRAMENTO	95825		I					
2 SCRIPPS DR, #210	PHILIP J HANKINS DDS MS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #301	THEODORE KRYSINSKI DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #303	JOSEPH E CULLO DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #304	BOYKO-TORGERSON DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR, #305	DONALD F LOVETT/AGNES YUMIACO	SACRAMENTO	95825		I					
2 SCRIPPS DR, #307	KOSTA J ADAMS DDS	SACRAMENTO	95825		I					
2 SCRIPPS DR 308	JANINE C MA-GOLDING DDS	SACRAMENTO	95825		I					
75 SCRIPPS DR	SUTTER RIVER CITY SURGERY CENTER	SACRAMENTO	95825	A						
77 SCRIPPS DR 101	JOHN M AGEЕ MD	SACRAMENTO	95825		I					
77 SCRIPPS DR 203	THOMAS J SCHAUER DDS	SACRAMENTO	95825		I					
79 SCRIPPS DR STE 100	DIAGNOSTIC RADIOLOGICAL IMAGING	SACRAMENTO	95825		I			I		
83 SCRIPPS DR	AT&T MOBILITY-HOWE/FO (9707)	SACRAMENTO	95825	A						
87 SCRIPPS DR, #314	R BRIAN O'LEARY DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #10	JOSEPH W TARNOWSKI DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR 11	NANCY S WELCH DDS CORP	SACRAMENTO	95825		I					
103 SCRIPPS DR, #15	DENTISTRY FOR CHILDREN	SACRAMENTO	95825		I					
103 SCRIPPS DR, #1	HARRY M VIANI DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #2	MICHAEL H FLYNN DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #3	DAVID S LEHMAN DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #4	LESLIE T FONG DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #8	MATHEW J CAMPBELL JR DDS	SACRAMENTO	95825		I					
103 SCRIPPS DR, #9	ROB A KOCH DDS	SACRAMENTO	95825		I					

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				BP	WG	UST	AST	TIER	CalARP	
119 SCRIPPS DR	RIO DEL ORO RACQUET CLUB	SACRAMENTO	95825	A						
SEASONS DR/BRUCEVILLE RD	MSA: SEASONS DR WELL (W41)	ELK GROVE	95624	A					I	
905 SECRET RIVER DR, #A	ODEAN I LONEY DDS	SACRAMENTO	95831		I					
905 SECRET RIVER DR, #C	MICHAEL O WARD DDS	SACRAMENTO	95831		I					
905 SECRET RIVER DR, #D	DARRYL JOHNSON DDS	SACRAMENTO	95831		I					
905 SECRET RIVER DR	ANDREW C WANG DDS	SACRAMENTO	95831		I					
905 SECRET RIVER DR	BRADLEY L YEE DDS	SACRAMENTO	95831		I					
905 SECRET RIVER DR, #F	CARRINGTON/HENRY DENTAL	SACRAMENTO	95831		I					
925 SECRET RIVER DR	CLIFTON E NAKATANI DDS	SACRAMENTO	95831		I					
925 SECRET RIVER DR	G & S PROPERTIES	SACRAMENTO	95831		I					
925 SECRET RIVER DR	STEPHEN P SAFFOLD DDS	SACRAMENTO	95831		I					
3806 SECURITY PARK DR	MILITARY AIRCRAFT PARTS, INC	RANCHO CORDOVA	95742	A	A			I		
3806 SECURITY PARK DR	GOLD RIVER METAL FINISHING	RANCHO CORDOVA	95742	A	A					
3835 SECURITY PARK DR	VIKING CONSTRUCTION CO, INC	RANCHO CORDOVA	95742	A						
3880 SECURITY PARK DR	CALIFORNIA AMERICAN WATER-CENTRA	RANCHO CORDOVA	95742	I					I	
3890 SECURITY PARK DR	BUXTON'S AUTO TRANSPORT, INC	RANCHO CORDOVA	95742		I					
3899 SECURITY PARK DR	CARMICHAEL MACHINE CO/PISOR INDUS	RANCHO CORDOVA	95742	A	A					
3915 SECURITY PARK DR STE A	ZAYAS EXCAVATING, INC	RANCHO CORDOVA	95742	A	A					
3920 SECURITY PARK DR	AUTOMOTIVE IMPORTING MFG INC	RANCHO CORDOVA	95742	I	I					
7 SEPTER ST	ON SITE GOLD PLATING SERVICES	SACRAMENTO	95827		I					
477 SEQUOIA PACIFIC BLVD	CAR QUEST AUTO PARTS DIST CENTER	SACRAMENTO	95811	I	I					
500 SEQUOIA PACIFIC BLVD	SLAKEY BROTHERS	SACRAMENTO	95811	I						
555 SEQUOIA PACIFIC BLVD	SAC POLICE DEPT FORENSIC LAB	SACRAMENTO	95811		I					
600 SEQUOIA PACIFIC BLVD	CAR QUEST AUTO PARTS DIST CENTER	SACRAMENTO	95811	I	I					
601 SEQUOIA PACIFIC BLVD MS 11	OFFICE OF CHIEF INFORMATION OFFICE	SACRAMENTO	95811	A	A					
630 SEQUOIA PACIFIC BLVD	STATE OF CA - CA TECH AGENCY, PUBLI	SACRAMENTO	95811	A						
2289 SHADYDALE CT	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95825	A					I	
7601 SHASTA AVE	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95758	A		I				1
7816 SHASTA AVE	ZAYAS EXCAVATING	ELK GROVE	95758	I	I					
7401 SHELDON RD	SHELDON SHELL #37	ELK GROVE	95758	A	A	A				3
7401 SHELDON RD	SHELDON OIL	ELK GROVE	95758			I				3
7405 SHELDON RD	JIFFY LUBE #2952	ELK GROVE	95758	A	A					
7615 SHELDON RD	HATTON VETERINARY HOSPITAL	ELK GROVE	95758		I					
8100 SHELDON RD	SHELDON ROAD CHEVRON	ELK GROVE	95758	A	A	A				3
8112 SHELDON RD STE 800	FRESH & SAVE CLEANERS	ELK GROVE	95758	A	A					
8142 SHELDON RD	WINCO FOODS #37	ELK GROVE	95758	I						
8300 SHELDON RD	S & S FENCE CO	ELK GROVE	95624	I						
8545 SHELDON RD	FIRE STATION 76	ELK GROVE	95624	A						
8545 SHELDON RD	VERIZON WIRELESS - SHORTLINE	ELK GROVE	95624	A						
9345 SHELDON RD	T-MOBILE WEST CORP (SC06855A)	ELK GROVE	95624	I						
9811 SHELDON RD	CORNFLOWER FARMS INC	ELK GROVE	95624	I	I					
6103 SHENANDOAH DR	CA AMERICAN WATER-SHENANDOAH WE	SACRAMENTO	95841	A					I	
SHERMAN ISL/LEVEE/SR 160	UPHAM 4 WELL SITE	ISLETON	95641	A	I					

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19530 SHERMAN ISLAND EAST LEVEE	REDDO'S HARBOR & RV PARK	RIO VISTA	94571	A						
17641 E SHERMAN ISLAND LEVEE RD	OUTRIGGER MARINA & CAFE LLC	RIO VISTA	94571	A						
0 SHERMAN ISLAND RD	LODI STATION 2	RIO VISTA	94571	A						
18110 SHERMAN ISLAND RD	MYRON CABRAL	RIO VISTA	94571	I						
20154 SHERMAN ISLAND RD	LARRY DEL CHIARO	RIO VISTA	94571	I						
5140 W SHERMAN ISLAND RD	SHERMAN LAKE MARINA	RIO VISTA	94571	A						
SHOREBIRD DR	SUMP 160	SACRAMENTO	95833	A						
1126 SIBLEY ST STE A	FOLSOM AUTO TECH	FOLSOM	95630	A	A					
1128 SIBLEY ST A	FOLSOM AUTOTECH	FOLSOM	95630	I	I					
1128 SIBLEY ST STE D	D.J. PLASTICS, INC	FOLSOM	95630	I	I					
1128 SIBLEY ST STE H	BODYCRAFT COLLISION CENTER LLC	FOLSOM	95630	A	A					
1128 SIBLEY ST STE L	FOLSOM LAWN & POWER EQUIP	FOLSOM	95630	A	A					
1130 SIBLEY ST	SYBLON-REID CO	FOLSOM	95630	A	A					
1136 SIBLEY ST	GEKKEIKAN SAKE USA, INC	FOLSOM	95630	A	A					
1139 SIBLEY ST STE 100	SHANNON FAMILY AUTOMOTIVE	FOLSOM	95630	A	A					
1201 SIBLEY ST	AT&T MOBILITY-DT FOLSOM (9790)	FOLSOM	95630	A						
8210 SIENA AVE	SAC BUMPER & COATING	SACRAMENTO	95828	I						
8211 SIENA AVE	HARTUNG GLASS INDUSTRIES, INC	SACRAMENTO	95828	A	I					
8220 SIENA AVE STE 100	THE REFINERY	SACRAMENTO	95828	I	I		I			
8220 SIENA AVE STE 220	DANIEL'S CUSTOM ROD	SACRAMENTO	95828	I	I					
8220 SIENA AVE	HARELSON MECHANICAL	SACRAMENTO	95828	I						
8225 SIENA AVE	PERFORMANCE MECHANICAL, INC	SACRAMENTO	95828	A						
8220 SIENNA AVE	SACRAMENTO PATIO INC	SACRAMENTO	95828	I						
4201 SIERRA POINT DR 101	AMSAN WEST	SACRAMENTO	95834	I	I					
4201 SIERRA POINT DR STE 112	DEPT OF MOTOR VEHICLES HEADQUAR	SACRAMENTO	95834	A	A					
4201 SIERRA POINT WAY STE 103	EMPIRE PACIFIC WINDOWS	SACRAMENTO	95834	I						
8100 SIGNAL CT	SACRAMENTO 1 SERVICE CENTER	SACRAMENTO	95824	A						
8175 SIGNAL CT A	LEXTRON ANIMAL HEALTH	SACRAMENTO	95824	I						
8175 SIGNAL CT STE E & F	HANLEY'S BLACKSMITH & SPRING SHOP	SACRAMENTO	95824	I						
8180 SIGNAL CT	BELL DISTRIBUTING CO	SACRAMENTO	95824	I	I		I			0
8180 SIGNAL CT	TEICHERT PRECAST	SACRAMENTO	95824	A	A					
8185 SIGNAL CT STE A	OREPAC BUILDING PRODUCTS	SACRAMENTO	95824	A	I					
1333 SILICA AVE	MANUEL LOPEZ BODY & FRAME	SACRAMENTO	95815	A	A					
1416 SILICA AVE STE A & B	RC TOWING	SACRAMENTO	95815	A	A					
1500 SILICA AVE STE F	V P AUTO REPAIR	SACRAMENTO	95815	A	A					
1502 SILICA AVE STE A	MOTO AUTO SALE	SACRAMENTO	95815		I					
1502 SILICA AVE STE B	OFFICIAL AUTOMOTIVE	SACRAMENTO	95815	I	I					
1502 SILICA AVE	OVERSTREET AUTO REPAIR	SACRAMENTO	95815	I	I					
1504 SILICA AVE STE D	HOUGHT'S KUSTOMS	SACRAMENTO	95815		I					
1506 SILICA AVE B	PAUL'S AUTO REPAIR	SACRAMENTO	95815		I					
1511 SILICA AVE	CAL EXPO CHEVRON, INC	SACRAMENTO	95815	I	A					
1512 SILICA AVE	INDOOR ENVIRONMENTAL SERVICES	SACRAMENTO	95815	A	A					
1517 SILICA AVE STE A	OVERSTREET AUTO REPAIR	SACRAMENTO	95815	A	A					

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1517 SILICA AVE, #B	GREG WARD & ASSOCIATES	SACRAMENTO	95815	I	I					
1517 SILICA AVE B	CITY FORKLIFT	SACRAMENTO	95815		I					
1550 SILICA AVE STE B	MC EQUIPMENT CO	SACRAMENTO	95815	A	A					
1550 SILICA AVE	FRAGA FORKLIFT SALES, INC	SACRAMENTO	95815	A	A					
1576 SILICA AVE	VOLVO RENTS CONSTRUCTION EQUIPM	SACRAMENTO	95815	A	A					
1584 SILICA AVE	HOBART CORPORATION	SACRAMENTO	95815	A	A					
1624 SILICA AVE	NO CA VALLEY SHEET METAL WORKERS	SACRAMENTO	95815	A	A					
1645 SILICA AVE	THE FRAME MAN	SACRAMENTO	95815	I						
1657 SILICA AVE	KLEEN AIR HEATING & AIR CONDITIONIN	SACRAMENTO	95815	A	A					
1660 SILICA AVE	TONY'S EUROPEAN/ASIAN AUTO REP	SACRAMENTO	95815	I	I					
1815 SILICA AVE STE C/D	CALIFORNIA GLASS STUDIO	SACRAMENTO	95815	I						
1817 SILICA AVE	LAZER GLASS COMPANY	SACRAMENTO	95816	A	A					
1821 SILICA AVE STE B	GSF AUTO & MARINE	SACRAMENTO	95815	A	A					
12496 SIMMERHORN	SORIA FARMING	GALT	95632	I						
901 SIMMERHORN RD	CONSOLIDATED FABRICATORS CORP	GALT	95632	A	A					
918 SIMMERHORN RD	CAIN BROTHERS	GALT	95632	A	A					
952 SIMMERHORN RD	JAY'S AUTO REPAIR	GALT	95632	A	A	I				0
11601 SIMMERHORN RD	SANTOS DAIRY	GALT	95632	I						
11601 SIMMERHORN RD	GROPPETTI DAIRY	GALT	95632	I	I					
12449 SIMMERHORN RD	SORIA FARMING	GALT	95632	I						
12950 SIMMERHORN RD	SIMMERHORN VINEYARDS	GALT	95632	I						
SIMMERHORN RD	S & P VINEYARDS	GALT	95632	I						
4004 SIMS RD	VERIZON BUSINESS	ELK GROVE	95758	A		A				1
6101 SKY CREEK DR	SKY CREEK YARD	SACRAMENTO	95828	A		A				1
6101 SKY CREEK DR	DHE	SACRAMENTO	95828	I	I					
6103 SKY CREEK DR	HART TRUCK RENTAL	SACRAMENTO	95828	I	I					
6150 SKY CREEK DR	C & L STAIRS & MILLWORK INC	SACRAMENTO	95828	I						
6250 SKY CREEK DR	COAC, INC	SACRAMENTO	95828	A	A					
6251 SKY CREEK DR STE A	PARKER LANDSCAPE DEVELOPMENT, IN	SACRAMENTO	95828	A	A					
6251 SKY CREEK DR STE G	CLARION WOODCRAFT	SACRAMENTO	95828	I	I					
6301 SKY CREEK DR 1	SPLASH	SACRAMENTO	95828	I						
6301 SKY CREEK DR 400	INTERSTONE	SACRAMENTO	95828	I	I					
6301 SKY CREEK DR 6	SCENIC LANDSCAPING	SACRAMENTO	95828		I					
6301 SKY CREEK DR 7	CUSTOM MACHINERY ERECTORS	SACRAMENTO	95828	I						
6340 SKY CREEK DR	JAMPRO ANTENNAS, INC	SACRAMENTO	95828	A	A					
6341 SKY CREEK DR STE 100	NEW HORIZONS TILE & STONE INC	SACRAMENTO	95828	I						
6341 SKY CREEK DR	BIG BEAR FIREWORKS INC	SACRAMENTO	95828	I						
10201 SKYMASTER WAY BLDG 7024	GOLDEN INTERSTATE SWEEPING	MATHER	95655	I	I					
10201 SKYMASTER WAY	WETLAND EROSION TECHNOLOGIES	MATHER	95655	I	I					
5029 SKY PKWY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95823	A					I	
5005 SKYWAY DR	FAIR OAKS WATER DISTRICT - SKYWAY	FAIR OAKS	95628	A						
7250 SLOUGHHOUSE RD	SACRAMENTO METRO FIRE STATION 58	ELK GROVE	95624	A						
7303 SLOUGHHOUSE RD	KAUTZ FARMS	ELK GROVE	95624			I				3

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8151 SLOUGHHOUSE RD	JOHN KAUTZ FARMS	ELK GROVE	95624-9640	I	I					
5508 SORENTO RD	VERIZON WIRELESS - CLUB CENTER	SACRAMENTO	95835	A						
7700 SORENTO RD	VERIZON WIRELESS-ELVERTA	ELVERTA	95673	A						
7940 SORENTO RD	WESTERN AREA POWER ADMIN	ELVERTA	95626	A	A					
3304 SOUTH PORT DR	CA AMERICAN WATER CO SOUTH PORT	SACRAMENTO	95826	A					I	
7240 E SOUTHGATE DR B	DR DENNIS DONG NGUYEN D C	SACRAMENTO	95823		I					
7240 E SOUTHGATE DR C	HARRIS CHIROPRACTIC OFFICE	SACRAMENTO	95823		I					
7260 E SOUTHGATE DR A	JANICE R WORK DDS	SACRAMENTO	95823		I					
7260 E SOUTHGATE DR, #D	FLORIN CENTER DENTAL GROUP	SACRAMENTO	95823		I					
7275 E SOUTHGATE DR 404	FLORENCE L CHIANG DDS	SACRAMENTO	95823		I					
7275 E SOUTHGATE DR	LONG K DO DDS INC	SACRAMENTO	95823		I					
14195 N SOUTH ST	SASD S064 NORTH SOUTH ST PUMP STN	WALNUT GROVE	95690	I						
10115 SPAATZ WAY	PARATRANSIT INC	MATHER AFB	95655	I	I					
10115 SPAATZ WAY	AMERICAN RIVER COLLEGE DIESEL TEC	MATHER	95655	I	I					
8416 SPECIALTY CIR	PENHALL COMPANY	SACRAMENTO	95828	A	A					
8433 SPECIALTY CIR	JB RADIATOR SPECIALTIES, INC	SACRAMENTO	95828	A	A					
8441 SPECIALTY CIR	J.B. RADIATOR SPECIALTIES, INC	SACRAMENTO	95828	A	A			A		
8449 SPECIALTY CIR	IRISH CONSTRUCTION	SACRAMENTO	95828	A	A					
8457 SPECIALTY CIR	IRISH COMMUNICATION CO	SACRAMENTO	95828	A	I					
8464 SPECIALTY CIR	INDUSTRIAL MILLWRIGHT INC	SACRAMENTO	95828	I						
8465 SPECIALTY CIR	PROCIDA LANDSCAPE, INC	SACRAMENTO	95828	A	A					
8472 SPECIALTY CIR	NORMAC, INC	SACRAMENTO	95828	A						
8480 SPECIALTY CIR	AMERIGAS PROPANE	SACRAMENTO	95828	A						
8489 SPECIALTY CIR	SCHATZ & KRUM COLLISION	SACRAMENTO	95828	I	A					
5944 SPERRY DR	M & J MARKET	CITRUS HEIGHTS	95621	A						
1 SPORTS PKWY	KING'S ARCO ARENA, LP	SACRAMENTO	95834	A	A				I	
1733 W SPORTS DR	STATE OF CALIFORNIA EDD PUBLICATIO	SACRAMENTO	95834	A	A					
1400 SPROULE AVE	ENDLESS AUTOBODY INC	SACRAMENTO	95811		A					
1450 SPROULE AVE	RODRIGUEZ BROS POOL PLASTERING IN	SACRAMENTO	95811	A	I					
SR 160/HWY 12	BABY BRANNAN COMPRESSOR STATION	RIO VISTA	94571	A	A					
603 S ST	AT & T CORP - CA2797	SACRAMENTO	95811	A						
729 S ST	SOUTHSIDE MOTORS F/D	SACRAMENTO	95811	A	A					
900 S ST	G & G SERVICE	SACRAMENTO	95811	I	I					
925 S ST	WES LASHER VW DOWNTOWN	SACRAMENTO	95811	A	A					
1713 S ST	NICHOLS & SONS AUTO PARTS	SACRAMENTO	95811		I					
1733 S ST	ALTA PLATING & CHEM CORP	SACRAMENTO	95811	I	I			I		
1733 S ST	TM LOGISTIC METAL WORKS	SACRAMENTO	95811		I					
1820 S ST	STANDARD APPLIANCE PARTS	SACRAMENTO	95811	I						
1901 S ST	HINSHAW SUPPLY COMPANY	SACRAMENTO	95811	I						
1905 S ST	JIM'S COLOR CORNER	SACRAMENTO	95816	I						
2101 S ST	RITE AID #6457	SACRAMENTO	95816	I	A					
2229 S ST	FISCHER TILE & MARBLE	SACRAMENTO	95816	A						
2714 S ST	MARGARET QUEIROLO RESIDENCE	SACRAMENTO	95816			I				

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
2800 S ST	HONEST ENGINE OF MIDTOWN SACRAM	SACRAMENTO	95816	A	A					
2822 S ST REAR	AMERICAN PLATING WORKS	SACRAMENTO	95816	I	I					
3251 S ST	DEPT OF WATER RESOURCES	SACRAMENTO	95816		I			I		
3301 S ST	WATKINS CO II	SACRAMENTO	95816	I		I				1
6001 S ST	SMUD - EMC DOWNTOWN COMPLEX	SACRAMENTO	95817	A		A				2
6201 S ST	SMUD - DOWNTOWN COMPLEX (HDQ)	SACRAMENTO	95817	A	A	A				2
613 W STADIUM LN	SIR SPEEDY PRINTING	SACRAMENTO	95834		I					
623 W STADIUM LN	BUCKMASTER IMAGING SYSTEMS	SACRAMENTO	95834	I	I					
749 W STADIUM LN	B M I IMAGING SYSTEMS	SACRAMENTO	95834		I					
830 W STADIUM LN	AIRCON ENERGY INC	SACRAMENTO	95834	A	I					
403 STAFFORD ST	FOLSOM CITY ZOO SANCTUARY	FOLSOM	95630		I					
5908 STANLEY AVE	RICHARD W FRENCH DDS	CARMICHAEL	95608		I					
5909 STANLEY AVE A	CARMICHAEL CREEK CHIROPRACTIC	CARMICHAEL	95608		I					
5931 STANLEY AVE 2	MICHAEL T KOCH DDS	CARMICHAEL	95608		I					
5931 STANLEY AVE, #3	WARREN R MCWILLIAMS III DDS	CARMICHAEL	95608		I					
5931 STANLEY AVE 4	ACCESS DENTAL CENTERS	CARMICHAEL	95608		I					
5931 STANLEY AVE 6	MICHAEL T KOCH DDS	CARMICHAEL	95608		I					
11275 STATE HIGHWAY 160	HEADQUARTERS	COURTLAND	95615	I	I					
15683 STATE HIGHWAY 160 HWY	TOWNE ENTERPRISES	ISLETON	95641-9718	I						
STATE ROUTE 160/HWY 12	RVGU 162-1 (WELCH 6) WELL SITE	RIO VISTA	94571	A	I					
STATE ROUTE 160/HWY 12	RVGU 146 (MIDLAND FEE 12) WELL SITE	RIO VISTA	94571	A	I					
STATE ROUTE 160/HWY 12	RVGU 170 WELL SITE	RIO VISTA	94571	A						
3000 STATE UNIVERSITY DR	UNIVERSITY ENTERPRISES, INC MODOC	SACRAMENTO	95819-6063	A						
5421 STATIONERS WAY	ERIK JOHNSON TILE, INC	SACRAMENTO	95842	A	I					
5425 STATIONERS WAY	DALTILE AND STONE - 117	SACRAMENTO	95842	A						
5431 STATIONERS WAY STE B	CAMILLERI'S AUTO WORKS, INC	SACRAMENTO	95842	A	A					
5433 STATIONERS WAY	VINYL DESIGNS INC	SACRAMENTO	95842		I					
5437 STATIONERS WAY	PENNEY RACING SUPPLY	SACRAMENTO	95842	A	A					
5439 STATIONERS WAY	PEI PLACER ELECTRIC, INC	SACRAMENTO	95842	A						
5440 STATIONERS WAY	UNITED STATIONERS SUPPLY CO	SACRAMENTO	95842	A	A					
1210 STEWART RD REAR	SSW DISTRICT WELL 55A STEWART/LYNI	SACRAMENTO	95864	A						
1500 STEWART RD	MSA: STEWART RD WELL (W08)	SACRAMENTO	95864	A					I	
7418 STOCK RANCH RD	MERRILL GARDENS AT CITRUS HEIGHTS	CITRUS HEIGHTS	95621	A						
7006 STOCKER WAY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95828	A					I	
1625 STOCKTON BLVD	BLOOD SOURCE	SACRAMENTO	95816	I	I	I				1
1717 STOCKTON BLVD	BERTOLUCCI'S BODY & FENDER SHOP, I	SACRAMENTO	95816	A	A					
1755 STOCKTON BLVD	PM MOTORSPORTS	SACRAMENTO	95816	I	I					
1771 STOCKTON BLVD	UNIVERSITY DIALYSIS CLINIC	SACRAMENTO	95816	A						
1840 STOCKTON BLVD	TEX RACING TEAM	SACRAMENTO	95816		I					
1876 STOCKTON BLVD STE A	STEWART'S AUTOMOTIVE SERVICE	SACRAMENTO	95816	A	A					
1876 STOCKTON BLVD B	SL AUTO REPAIR	SACRAMENTO	95816	I	I					
1936 STOCKTON BLVD	HYPERBARIC OXYGEN CLINIC OF SAC	SACRAMENTO	95816	A						
1978 STOCKTON BLVD	THADDOUS L ARCHIE DDS	SACRAMENTO	95816		I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
2040 STOCKTON BLVD	ARMORED TRANSPORT	SACRAMENTO	95817	I	I					
2150 STOCKTON BLVD	ISA: MENTAL HEALTH TREATMENT CENT	SACRAMENTO	95817	A						
2200 STOCKTON BLVD	SACRAMENTO COCA-COLA BOTTLING C	SACRAMENTO	95817	A	A				I	
2216 STOCKTON BLVD	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95817	A	I	I				1
2315 STOCKTON BLVD STE 2500	UCD HEALTH SYSTEM	SACRAMENTO	95817	A	A	I		I		1
2315 STOCKTON BLVD	UCD SACRAMENTO CAMPUS	SACRAMENTO	95817	A	A					
2425 STOCKTON BLVD	SHRINER'S HOSPITAL FOR CHILDREN-NC	SACRAMENTO	95817	A	A	A				1
2700 STOCKTON BLVD STE 1400	NSF CENTER FOR BIO PHOTONICS	SACRAMENTO	95817	A	A					
2751 STOCKTON BLVD	SKILL CENTER	SACRAMENTO	95817	I	I					
2862 STOCKTON BLVD	RICK'S AUTO REPAIR	SACRAMENTO	95817	I	A					
2900 STOCKTON BLVD	WALGREENS #5374	SACRAMENTO	95817	I	A					
2921 STOCKTON BLVD	SAC CO PRIMARY HLTH CR CLINIC	SACRAMENTO	95817		I					
3258 STOCKTON BLVD	FRUITRIDGE PRINTING & LITHOG	SACRAMENTO	95820	A	A					
3400 STOCKTON BLVD	B & T AUTO REPAIR	SACRAMENTO	95820		I					
3520 STOCKTON BLVD	VERIZON WIRELESS - BROADWAY	SACRAMENTO	95820	A						
3600 STOCKTON BLVD STE A	VEGAS CUSTOM IRON	SACRAMENTO	95820	I						
3907 STOCKTON BLVD	DILLON'S FOOD MART II	SACRAMENTO	95820	A	A	A				3
4001 STOCKTON BLVD	CITY AUTO CENTER	SACRAMENTO	95820	I	I					
4007 STOCKTON BLVD STE A	GO TIRES AUTO REPAIR	SACRAMENTO	95820	A	A					
4220 STOCKTON BLVD	G & R BODY AND PAINT SHOP	SACRAMENTO	95820	A	A					
4411 STOCKTON BLVD	D & T AUTO REPAIR	SACRAMENTO	95820	A	A					
4525 STOCKTON BLVD	VIP AUTO SALE & REPAIR	SACRAMENTO	95820	I	I					
4900 STOCKTON BLVD	CAO TECH	SACRAMENTO	95820	I	I					
4991 STOCKTON BLVD	AMERICAN GASOLINE	SACRAMENTO	95820	I		I				0
5019 STOCKTON BLVD	CAROUSEL CLEANERS	SACRAMENTO	95820	I	I					
5100 STOCKTON BLVD	K-MART #4117	SACRAMENTO	95820	A	A					
5200 STOCKTON BLVD 110	ACCESS DENTAL CENTERS	SACRAMENTO	95820		A					
5200 STOCKTON BLVD 115	VINTAGE FAIRE CHIROPRACTIC	SACRAMENTO	95820		I					
5261 STOCKTON BLVD	IMPORT AUTO CENTER	SACRAMENTO	95820	I	I					
5316 STOCKTON BLVD	HI-TECH PORTRAITS	SACRAMENTO	95820		I					
5330 STOCKTON BLVD	FOODS CO #501	SACRAMENTO	95820	I						
5555 STOCKTON BLVD	BIG O TIRES	SACRAMENTO	95820	A	A					
5597 STOCKTON BLVD	SUNNY'S FOOD MART	SACRAMENTO	95820	A	A	A				3
5610 STOCKTON BLVD	RITE AID #6074	SACRAMENTO	95824	I	A					
5647 STOCKTON BLVD	SHERN PHOTOGRAPHY	SACRAMENTO	95824		I					
5659 STOCKTON BLVD	THOMAS YAMAMOTO DDS	SACRAMENTO	95824		I					
5736 STOCKTON BLVD	JIFFY LUBE STORE #383	SACRAMENTO	95824	I	I					
5781 STOCKTON BLVD	FIRESTONE COMPLETE AUTO CARE #35	SACRAMENTO	95824	A	A					
5800 STOCKTON BLVD	AT&T MOBILITY-FRUITRIDGE (9674)	SACRAMENTO	95824	A						
5801 STOCKTON BLVD, #107	DAN W FONG DDS	SACRAMENTO	95824		I					
5811 STOCKTON BLVD	YUONG'S OIL CHANGE	SACRAMENTO	95824	I	I					
5889 STOCKTON BLVD STE A	AUTO STOP	SACRAMENTO	95824	A	A					
5889 STOCKTON BLVD, #B	GOD'S AUTOMOTIVE	SACRAMENTO	95824	I	I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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				BP	WG	UST	AST	TIER	CalARP	
5889 STOCKTON BLVD	GP AUTOMOTIVE	SACRAMENTO	95824	I	I					
5908 STOCKTON BLVD	O'REILLY AUTO PARTS #2594	SACRAMENTO	95824	A	A					
5914 STOCKTON BLVD	DONALD E CLARKE DDS INC	SACRAMENTO	95824		I					
5921 STOCKTON BLVD	AIR TECH AUTO CENTER	SACRAMENTO	95824	A	A					
5923 STOCKTON BLVD	C & M AUTO REPAIR	SACRAMENTO	95824	A	A					
5924 STOCKTON BLVD	SAVE MART SUPERMARKET	SACRAMENTO	95824	I						
5930 STOCKTON BLVD	99 CENTS ONLY STORE #0237	SACRAMENTO	95824	I						
5930 STOCKTON BLVD	99 CENTS ONLY STORE #0237	SACRAMENTO	95824	I	A					
6021 STOCKTON BLVD	WING WA SUPERMARKET	SACRAMENTO	95824	I						
6060 STOCKTON BLVD STE A	NEW ADVANCED AUTO SERVICE	SACRAMENTO	95824	A	A					
6100 STOCKTON BLVD	SACRAMENTO MEMORIAL LAWN	SACRAMENTO	95824	A	A					
6105 STOCKTON BLVD	VINH PHAT SUPERMARKET	SACRAMENTO	95824	I						
6128 STOCKTON BLVD	AMERICAN AUTO WRECKERS	SACRAMENTO	95824	A	A					
6145 STOCKTON BLVD	SOUTH CITY TRAILER SALES, INC	SACRAMENTO	95824	A						
6161 STOCKTON BLVD	NEW SAIGON AUTO COLLISION CENTER	SACRAMENTO	95824	A	A					
6175 STOCKTON BLVD 260	CHARLES C TRAN DDS	SACRAMENTO	95823		I					
6303 STOCKTON BLVD	NORM'S ELECTRIC	SACRAMENTO	95824		A					
6325 STOCKTON BLVD	JET SPRAY CAR WASH	SACRAMENTO	95824	A	A					
6340 STOCKTON BLVD	SMART & FINAL #406	SACRAMENTO	95824	I						
6400 STOCKTON BLVD	SHELL FACILITY #135846	SACRAMENTO	95823	I	I	I				3
6418 STOCKTON BLVD	NEW ASIA SUPERMARKET	SACRAMENTO	95823	I						
6425 STOCKTON BLVD	U-HAUL CENTER OF STOCKTON BLVD	SACRAMENTO	95823	A						
6450 STOCKTON BLVD	T-MOBILE WEST CORP (SC06975A)	SACRAMENTO	95823	I						
6645 STOCKTON BLVD, #400	VINH V PHAM DDS	SACRAMENTO	95823		I					
6665 STOCKTON BLVD, #3	ALVARADO CHIROPRACTIC CENTER	SACRAMENTO	95823		I					
6701 STOCKTON BLVD A	HK AUTO REPAIR	SACRAMENTO	95823		I					
6701 STOCKTON BLVD B	JIM'S BODY SHOP	SACRAMENTO	95823		I					
6701 STOCKTON BLVD	ABC CABINET INC	SACRAMENTO	95823	I						
6749 STOCKTON BLVD	FLORIN CENTER PET HOSPITAL	SACRAMENTO	95823		I					
6801 STOCKTON BLVD	WONDER/HOUSTESS	SACRAMENTO	95823	A	A					
6830 STOCKTON BLVD 185	BANG V NGO DDS	SACRAMENTO	95823		I					
6830 STOCKTON BLVD 200	NOVA CARE	SACRAMENTO	95823		I					
6911 STOCKTON BLVD	CHIEF AUTO PARTS #23538-13	SACRAMENTO	95823	I						
6919 STOCKTON BLVD	STOCKTON'S 65TH SHELL	SACRAMENTO	95823	A	A	A				4
6935 STOCKTON BLVD	THOMAS PONTIAC GMC TRUCK	SACRAMENTO	95823	I	I					
6955 STOCKTON BLVD STE A	LCO QUALITY CLEANERS	SACRAMENTO	95823	A	A					
6955 STOCKTON BLVD	BRAKE MASTERS #134	SACRAMENTO	95823	I	I					
6955 STOCKTON BLVD F	ELEGANT PORTRAITS	SACRAMENTO	95828		I					
7000 STOCKTON BLVD	FLORIN DIALYSIS CENTER	SACRAMENTO	95823	A						
7070 STOCKTON BLVD	SMOG MART PLUS INC	SACRAMENTO	95823	A	A					
7252 STOCKTON BLVD	A & L AUTOMOTIVE	SACRAMENTO	95823	I	A					
7261 STOCKTON BLVD	A-1 GAS & LIQUOR	SACRAMENTO	95823	A	A	A				4
7315 STOCKTON BLVD 5	TIMOTHY W WING DDS	SACRAMENTO	95823		I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

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7323 STOCKTON BLVD, #1	SCHRAMM CHIROPRACTIC	SACRAMENTO	95823		I					
7323 STOCKTON BLVD STE 2	ALL WASTE SYSTEM INC	SACRAMENTO	95823	I	I					
7439 STOCKTON BLVD	SOUTHSIDE EQUIPMENT RENTALS, INC	SACRAMENTO	95823	A	A					
7454 STOCKTON BLVD STE A	CHINNA JEWELLERS INC	SACRAMENTO	95823	I	A					
7576 STOCKTON BLVD	VERIZON WIRELESS - GERBER	SACRAMENTO	95823	A						
7590 STOCKTON BLVD	SACRAMENTO PICK-N-PULL	SACRAMENTO	95828	A	A					
7601 STOCKTON BLVD	CIRCLE SEVEN LIQUOR FOOD & GAS	SACRAMENTO	95823	A	A	A				3
7660 STOCKTON BLVD	SHOPSMART	SACRAMENTO	95823	I	I					
7664 STOCKTON BLVD	KELLY'S EXPRESS CAR WASH	SACRAMENTO	95823	A						
7712 STOCKTON BLVD	JIFFY LUBE #2329	SACRAMENTO	95823	A	A					
7849 STOCKTON BLVD	AQUA POOL & SPA	SACRAMENTO	95828	I						
7850 STOCKTON BLVD, #160	PIONEER FAMILY DENTAL	SACRAMENTO	95823		I					
7850 STOCKTON BLVD 170	ADVANCED FAMILY CHIROPRACTIC	SACRAMENTO	95823		I					
7850 STOCKTON BLVD STE 190	SACRAMENTO GREEN CLEANERS	SACRAMENTO	95823	A	A					
7891 STOCKTON BLVD	G & S TRUCK WASH	SACRAMENTO	95823	I						
7891 STOCKTON BLVD	SAHOTA TRUCK PLAZA	SACRAMENTO	95823	A	A	A				4
8450 STOCKTON BLVD	AT&T MOBILITY - FLORIN (9704)	ELK GROVE	95624	A						
9499 STOCKTON BLVD 09	ELK GROVE AUTO CENTER	ELK GROVE	95624	I	I					
9501 STOCKTON BLVD	MAITA CHEVROLET - GEO	ELK GROVE	95624	I	I					
9660 STOCKTON BLVD	CALTRANS DIV OF MAINTENANCE	ELK GROVE	95624	I	I					
9661 STOCKTON BLVD	ELK GROVE ACE HARDWARE	ELK GROVE	95624	I	I					
12495 STOCKTON BLVD	CATTLEMEN'S LIVESTOCK MARKET, INC	GALT	95632	A						
12801 STOCKTON BLVD	TWIN CITIES SERVICE	GALT	95632	I		I				0
7900 E STOCKTON BLVD	MR MOTORHOME	SACRAMENTO	95823	I						
7981 E STOCKTON BLVD	COSTCO WHOLESALE #464 [HM]	SACRAMENTO	95823	A	A	A		I		3
8821 E STOCKTON BLVD	STOCKMEN SUPPLY CO	ELK GROVE	95624	I	I					
9117 E STOCKTON BLVD STE 140	FAST SIGNS	ELK GROVE	95624		I					
9141 E STOCKTON BLVD STE 210	LAGUNA VILLAGE CLEANERS	ELK GROVE	95624	I	A					
9141 E STOCKTON BLVD	LAGUNA BOND DENTAL GROUP	ELK GROVE	95624		I					
9149 E STOCKTON BLVD	FOOD SOURCE #706	ELK GROVE	95624	I	I					
9175 E STOCKTON BLVD	MERVYN'S	ELK GROVE	95624	I						
9189 E STOCKTON BLVD	EAST LAWN ELK GROVE MEMORIAL PAR	ELK GROVE	95624	A	A					
9190 E STOCKTON BLVD	ELK GROVE SHELL	ELK GROVE	95624-9510	A	A	A				2
9190 E STOCKTON BLVD	DK & GK, INC	ELK GROVE	95624	A	A	A				2
9260 E STOCKTON BLVD	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95624	A		I				2
9292 E STOCKTON BLVD	VERIZON WIRELESS BOND ROAD	ELK GROVE	95624	A						
9295 E STOCKTON BLVD	ELK GROVE CHIROPRACTIC OFFICE	ELK GROVE	95624		I					
9325 E STOCKTON BLVD	THE MEADOWS SENIOR LIVING	ELK GROVE	95624	A						
9501 E STOCKTON BLVD	MIKE DAUGHERTY AUTO CENTER	ELK GROVE	95624	A	A					
9584 E STOCKTON BLVD	GOLDEN STATE CAR WASH	ELK GROVE	95624	I						
9603 E STOCKTON BLVD	ELK GROVE CHEVRON	ELK GROVE	95624	A	A	A				3
9641 E STOCKTON BLVD	KEVIN S KUNIYOSHI DDS	ELK GROVE	95624		I					
9660 E STOCKTON BLVD	VERIZON WIRELESS - ELK GROVE	ELK GROVE	95624	A						

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10291 E STOCKTON BLVD	HARLEY-DAVIDSON OF ELK GROVE	ELK GROVE	95624	I	I					
10299 E STOCKTON BLVD STE 101	KELLY-MOORE PAINT CO, INC	ELK GROVE	95624	A						
10391 E STOCKTON BLVD	CALIFORNIA CUSTOM TRAILERS, INC	ELK GROVE	95624	A	A					
10399 E STOCKTON BLVD	GEORGIA PACIFIC CHEMICALS LLC	ELK GROVE	95624	I	I			I	I	
10455 E STOCKTON BLVD	SUBURBAN PROPANE PARTNERS LP	ELK GROVE	95624	A	A				A	
10473 E STOCKTON BLVD	FIVE STAR AUTO & TOWING	ELK GROVE	95624	I	I					
10481 E STOCKTON BLVD	DECORE-ATIVE SPECIALTIES, INC	ELK GROVE	95624	A	A					
10490 E STOCKTON BLVD STE 200	POWER TRUCKS	ELK GROVE	95624	I	I					
10490 E STOCKTON BLVD STE 400	VALLEY TRUCK & TRACTOR CO	ELK GROVE	95624	A	A					
10491 E STOCKTON BLVD STE A	ELK GROVE POWER SPORTS INC	ELK GROVE	95624	A	A			I		
10491 E STOCKTON BLVD STE B-1	PLATT	ELK GROVE	95624	I						
10491 E STOCKTON BLVD STE C	ELK GROVE POWER EQUIPMENT	ELK GROVE	95624	I	I					
10500 E STOCKTON BLVD	CHEVRON #207592	ELK GROVE	95624	I	I	I				2
10519 E STOCKTON BLVD STE 110	NUTRISHARE INC	ELK GROVE	95624	I						
10519 E STOCKTON BLVD	CENTIMARK	ELK GROVE	95624	I						
10520 E STOCKTON BLVD	KAMPS PROPANE	ELK GROVE	95624	I	I					
10535 E STOCKTON BLVD STE E	FINISHLINE RACING EQUIPMENT INC	ELK GROVE	95624	I						
10547 E STOCKTON BLVD	WESTERN BUYERS	ELK GROVE	95624	A	I					
10547 E STOCKTON BLVD	CAL ASIA TRUSS INC	ELK GROVE	95624	I	I					
10549 E STOCKTON BLVD	MEEKS LUMBER & HARDWARE	ELK GROVE	95624	I	I					
10557 E STOCKTON BLVD	ELK GROVE DAIRY SERVICE INC	ELK GROVE	95624	I	I					
10573 E STOCKTON BLVD	COSUMNES CSD FIRE TRAINING & FLEE1	ELK GROVE	95624	A	A					
10577 E STOCKTON BLVD	SMUD - Elk Grove Gas Pipeline & Subs	ELK GROVE	95624	A						
10651 E STOCKTON BLVD	COSUMNES CSD EMERALD LAKES GOLF	ELK GROVE	95624	A	A					
12395 E STOCKTON BLVD	ERVIN LANE CO INC	GALT	95632		I					
12651 E STOCKTON BLVD	NICK NIMMO HAY, INC	GALT	95632	A	A					
12755 E STOCKTON BLVD STE A	WESTECH INDUSTRIES INC	GALT	95632	A	A					
12771 E STOCKTON BLVD	ROYER WELDING & MAINTENANCE, INC	GALT	95632	A	A					
7331 W STOCKTON BLVD	FOODS CO #532 FUEL CENTER	SACRAMENTO	95823	A	A	A				3
8672 W STOCKTON BLVD	ELK GROVE CYCLE CENTER	ELK GROVE	95758	A	A					
8680 W STOCKTON BLVD	T-MOBILE WEST CORP (SC06089A)	ELK GROVE	95758	I						
8696 W STOCKTON BLVD	SKM MARKET	ELK GROVE	95758	I						
8700 W STOCKTON BLVD	ARJ MARKET	ELK GROVE	95758	I						
8700 W STOCKTON BLVD	ROUTE 99 LIQUOR	ELK GROVE	95758	I						
9145 W STOCKTON BLVD	BED BATH & BEYOND #409	ELK GROVE	95758	I	A					
9150 W STOCKTON BLVD	HOME DEPOT #6674	ELK GROVE	95758	A	A					
9157 W STOCKTON BLVD	FRONTIER CITIZENS TELECOM CO OF C/	ELK GROVE	95758	A						
9158 W STOCKTON BLVD	SAGE POOLS	ELK GROVE	95758	I						
9160 W STOCKTON BLVD STE 140	SAGE POOLS	ELK GROVE	95758	A						
9640 W STOCKTON BLVD	ELK GROVE TOYOTA	ELK GROVE	95757	A	A	A				1
9776 W STOCKTON BLVD	ELK GROVE VOLKSWAGON	ELK GROVE	95757	A	A					
10176 W STOCKTON BLVD	HARDESTY SAND & GRAVEL	ELK GROVE	95758	I						
10475 W STOCKTON BLVD	NORTH WEST SURFACING	ELK GROVE	95757		I					

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10686 W STOCKTON BLVD STE A	WACKMAN RANCH	ELK GROVE	95757	I						
10900 W STOCKTON BLVD	R & G SCHATZ FARMS INC	ELK GROVE	95758	I						
12890 W STOCKTON BLVD	KENNETH GROSS PUMP SERVICE	GALT	95632	A	A		I			
13070 W STOCKTON BLVD	HUISMAN AUCTIONS INC	GALT	95632	I	I					
13208 W STOCKTON BLVD	GALT RECYCLERS	GALT	95632	A	I					
13246 W STOCKTON BLVD	D2 TRAILER SALES AND SERVICE INC	GALT	95632	A	A					
12200 W STOCKTON RD	B & J DAIRY	GALT	95632	I						
6307 STONE HOUSE RD	VERIZON WIRELESS - RANCHO MURIETA	RANCHO MURIETA	95683	A						
6411 STONE HOUSE RD	RANCHO MURIETA ASSOC (MAINT)	SLOUGHHOUSE	95683	A	A					
7100 STONE HOUSE RD	PACIFIC BELL TELEPHONE CO - AT&T CA	SLOUGHHOUSE	95683	A	I					
10808 STONE LAKE RD	SPRINT NEXTEL CELL SITE CA0221	ELK GROVE	95758	A						
10808 STONE LAKE RD	T-MOBILE WEST CORP (SC06092A)	ELK GROVE	95758	I						
STONE BLVD	AT & T MOBILITY ARLINGTON OAKS	SACRAMENTO	95821	I						
815 STRAUGH RD	BRYMER'S TOWING	RIO LINDA	95673	I	I					
900 STRAUGH RD	TOW-U 4 LESS	RIO LINDA	95673	I	I					
901 STRAUGH RD	NELSON'S AUTO & TRUCK DISMANTLING	RIO LINDA	95673	I	I					
711 STRIKER AVE	IRON MOUNTAIN	SACRAMENTO	95834	A						
732 STRIKER AVE STE C/D	DFI TECHNOLOGIES LLC	SACRAMENTO	95834	I						
801 STRIKER AVE	PACIFIC ELEC SUPPLY CO	SACRAMENTO	95834	I						
819 STRIKER AVE 8	SEQUOIA ANALYTICAL	SACRAMENTO	95834	I	I					
834 STRIKER AVE STE A	S.P. CARPET PROS, INC	SACRAMENTO	95834	A						
834 STRIKER AVE B	AMERICAN OAK CURIOS CORP	SACRAMENTO	95834	I						
834 STRIKER AVE STE B	MCKILLICAN	SACRAMENTO	95834	I						
910 STRIKER AVE STE A	ALLSTATE CONTRACT FLOORS INC	SACRAMENTO	95834	I						
910 STRIKER AVE STE B	C&G TOOL, INC	SACRAMENTO	95834	A	I					
910 STRIKER AVE E	VOITH TRANSMISSIONS INC	SACRAMENTO	95834	I	I					
920 STRIKER AVE STE B	TRI-ED DISTRIBUTION INC	SACRAMENTO	95834		A					
930 STRIKER AVE, #A	LITHO DEVELOPMENT & RESEARCH	SACRAMENTO	95834	I						
930 STRIKER AVE STE D	INTERPRESS TECHNOLOGIES INC	SACRAMENTO	95834	I	I					
1020 STRIKER AVE STE 160	FORWARD AIR INC	SACRAMENTO	95834	I						
1021 STRIKER AVE STE 100	LENNOX INDUSTRIES, INC	SACRAMENTO	95834	A						
1121 STRIKER AVE STE 100	BETTS TRUCK PARTS & SERVICE	SACRAMENTO	95834	A	A					
1121 STRIKER AVE STE 150	RAYMOND HANDLING CONCEPTS CORP	SACRAMENTO	95834	A	A					
1200 STRIKER AVE	RAGINGWIRE ENTERPRISE SOLUTIONS,	SACRAMENTO	95834	A						
1215 STRIKER AVE STE 120	CAPITAL COMMERCIAL FLOORING INC	SACRAMENTO	95834	A						
1227 STRIKER AVE STE 200	PRIDE INDUSTRIES	SACRAMENTO	95834	I						
1227 STRIKER AVE STE 260	AMERIMAX	SACRAMENTO	95834		I					
1307 STRIKER AVE 100	YORK INTERNATIONAL SERVICE & SALE	SACRAMENTO	95834	I	I					
1307 STRIKER AVE 100	YORK UNITARY PRODUCTS GROUP	SACRAMENTO	95834	I						
1312 STRIKER AVE STE 101	MICROFORM PRECISION LLC	SACRAMENTO	95834	A	A					
1312 STRIKER AVE STE 105	PACIFIC ELEC SUPPLY CO	SACRAMENTO	95834	I						
1312 STRIKER AVE	RAGING WIRE ENTERPRISE SOLUTIONS,	SACRAMENTO	95834	A	I					
1325 STRIKER AVE	AMERISOURCE BERGEN DRUG CORP	SACRAMENTO	95834	A	A					

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				BP	WG	UST	AST	TIER	CalARP	
1510 STRIKER AVE	CITY OF SACRAMENTO - SUMP 64	SACRAMENTO	95834	A						
920 W STRIKER AVE STE A	PILOT AIR FREIGHT	SACRAMENTO	95834	I						
7855 SUMMERPLACE DR	CA AMERICAN WATER-SUMMERPLACE V	CITRUS HEIGHTS	95621	A					I	
11020 SUN CENTER DR 200	RWQCB - CENTRAL VALLEY REGION	RANCHO CORDOVA	95670	I						
11031 SUN CENTER DR	HEALTH NET, INC	RANCHO CORDOVA	95670	A						
11085 SUN CENTER DR	SUNGARD AVAILABILITY SERVICES	RANCHO CORDOVA	95670	A		I				2
11140 SUN CENTER DR	FEDERAL EXPRESS CORP -MHRA	RANCHO CORDOVA	95670	A	A	I				
11187 SUN CENTER DR	TRANE COMMERCIAL SERVICE CO	RANCHO CORDOVA	95670	I	I					
510 SUNBEAM AVE	ELMER'S PORTABLE WELDING INC	SACRAMENTO	95811	I	I					
600 SUNBEAM AVE STE 1	JOE'S ALFAS & SUBARUS	SACRAMENTO	95811	A	A					
600 SUNBEAM AVE 3	HEETWAVES	SACRAMENTO	95811		I					
625 SUNBEAM AVE	BATTERY BILL, INC	SACRAMENTO	95811	A	A					
11249 SUNCO DR STE 1	SAC EDM INC	RANCHO CORDOVA	95742	I	I					
11249 SUNCO DR 3	SACRAMENTO CONTROL SYSTEM INC	RANCHO CORDOVA	95742		I					
11252 SUNCO DR	SPECIALTY PRODUCTS DESIGN, INC	RANCHO CORDOVA	95742	A	A					
11265 SUNCO DR STE 500	PLATT ELECTRIC SUPPLY INC	RANCHO CORDOVA	95742	I						
11285 SUNCO DR	GENERAL POOL & SPA SUPPLY	RANCHO CORDOVA	95742	A						
11306 SUNCO DR UNIT 1	MOTO WHEELS	RANCHO CORDOVA	95742		I					
11306 SUNCO DR STE 5	S & G POWER EQUIPMENT COMPANY	RANCHO CORDOVA	95742	I	A					
11306 SUNCO DR, #7	PROMAX TOOL COMPANY	RANCHO CORDOVA	95742	I	I					
11312 SUNCO DR	ALLIED BUILDING PRODUCTS	RANCHO CORDOVA	95742	A						
11330 SUNCO DR STE B	B H CONCRETE CUTTING CO	RANCHO CORDOVA	95742	I	I					
11333 SUNCO DR 100	JOE HUNT MAGNETOS	RANCHO CORDOVA	95742	I	I					
11333 SUNCO DR 106	CLJ MANUFACTURING INC	RANCHO CORDOVA	95742	I	I					
11336 SUNCO DR A	JOE HUNT MAGNETOS	RANCHO CORDOVA	95742	I	I					
11336 SUNCO DR D	AAA DRIVE SHAFT OF SACRAMENTO	RANCHO CORDOVA	95742		I					
11346 SUNCO DR 109	SCOTT MACHINERY (SEE FAC# 012622)	RANCHO CORDOVA	95742	I						
11255 SUNRISE GOLD CIR D	EXPRESS PRINTING CENTERS	RANCHO CORDOVA	95742		I					
11255 SUNRISE GOLD CIR H	AIRGAS/NOTHERN CALIF & NEVADA	RANCHO CORDOVA	95742	I						
11290 SUNRISE GOLD CIR, #H	VP MILLER ENTERPRISES INC	RANCHO CORDOVA	95742	I						
11290 SUNRISE GOLD CIR, #K	INTERNATIONAL AUTO REPAIR	RANCHO CORDOVA	95742		I					
11295 SUNRISE GOLD CIR E	CEDAR ROOF CARE	RANCHO CORDOVA	95742	I						
11300 SUNRISE GOLD CIR, #B	APEX PERFORMANCE AND SERVICE	RANCHO CORDOVA	95742		I					
11300 SUNRISE GOLD CIR STE C	ALLEN IMPORTS, INC	RANCHO CORDOVA	95742	A	A					
11312 SUNRISE GOLD CIR	PROMAX TOOLS CO LP	RANCHO CORDOVA	95742	A	A					
11315 SUNRISE GOLD CIR, #G	AUTOMOTIVE DIAGNOSTICS	RANCHO CORDOVA	95742	I						
11325 SUNRISE GOLD CIR D	SACRAMENTO TRANE PARTS CENTER	RANCHO CORDOVA	95742	I	I					
11328 SUNRISE GOLD CIR	SIERRA PRINTING	RANCHO CORDOVA	95742	I	I					
11328 SUNRISE GOLD CIR	AMERICAN CHILLER SERVICE, INC	RANCHO CORDOVA	95742	A	A					
11335 SUNRISE GOLD CIR STE B	API TECHNOLOGIES CORP	RANCHO CORDOVA	95742	A	A					
11335 SUNRISE GOLD CIR C	TRUEGREEN CHEMLAWN	RANCHO CORDOVA	95742	I	I					
11353 SUNRISE GOLD CIR F	CIMA'S LANDSCAPE/MAINTENANCE	RANCHO CORDOVA	95742	I	I					
11353 SUNRISE GOLD CIR STE G	FABRICATION UNLIMITED LLC	RANCHO CORDOVA	95742			I				0

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11358 SUNRISE GOLD CIR STE C	THE HOT ROD SHOP	RANCHO CORDOVA	95742		I					
11358 SUNRISE GOLD CIR	ALLIED ENVIRONMENTAL, INC	RANCHO CORDOVA	95742	A	I					
11359 SUNRISE GOLD CIR D	NT ENGINEERING, INC	RANCHO CORDOVA	95742		A					
11361 SUNRISE GOLD CIR STE B	R2 METALCRAFTERS, INC	RANCHO CORDOVA	95742		A					
11369 SUNRISE GOLD CIR STE B	ACCURATE COLLISION CENTER	RANCHO CORDOVA	95742		A					
11373 SUNRISE GOLD CIR	TURF STAR, INC	RANCHO CORDOVA	95742	A	A					
11415 SUNRISE GOLD CIR STE 11	ENVIRONMENTAL STONEWORKS	RANCHO CORDOVA	95742	A						
11415 SUNRISE GOLD CIR, #1	CAPITOL CITY PRINT	RANCHO CORDOVA	95742		I					
11415 SUNRISE GOLD CIR STE 8	BEAR LABEL MACHINE, INC	RANCHO CORDOVA	95742	A	I					
11415 SUNRISE GOLD CIR	LESCO INC	RANCHO CORDOVA	95742	I						
11423 SUNRISE GOLD CIR STE 6	NEXTEL CELL SITE CA 1761	RANCHO CORDOVA	95742	I						
11423 SUNRISE GOLD CIR	SPRINT RANCHO CORDOVA MSO SWITC	RANCHO CORDOVA	95742	A						
11430 SUNRISE GOLD CIR 11	PACIFIC DECORATIVE CONCRETE INC	RANCHO CORDOVA	95742	I						
11430 SUNRISE GOLD CIR, #1	HORIZON DENTAL LAB	RANCHO CORDOVA	95742		I					
11430 SUNRISE GOLD CIR STE 2	DAVITA SAC MOBILE ACUTES	RANCHO CORDOVA	95742	I						
11430 SUNRISE GOLD CIR STE 8	SUMMER CITY HEATING & AIR CONDITIO	RANCHO CORDOVA	95742	I						
11431 SUNRISE GOLD CIR A	THERMOGENESIS	RANCHO CORDOVA	95742	I	I					
11437 SUNRISE GOLD CIR A	CIMA'S LANDSCAPE/MAINTENANCE	RANCHO CORDOVA	95742	I	I					
11437 SUNRISE GOLD CIR STE A	MOTIVATIONAL SYSTEMS, INC	RANCHO CORDOVA	95742	A						
11437 SUNRISE GOLD CIR STE D	MASON PAINTING, INC	RANCHO CORDOVA	95742	I						
11440 SUNRISE GOLD CIR STE 17	MOM AND POP AUTO REPAIR SHOP	RANCHO CORDOVA	95742	I	I					
11441 SUNRISE GOLD CIR	HUGHES HARDWOODS	RANCHO CORDOVA	95742	A	I					
11470 SUNRISE GOLD CIR STE 1	MYERS & COLLINS PRINTING	RANCHO CORDOVA	95742		I					
11470 SUNRISE GOLD CIR STE 2A	CERTA PRO PAINTERS	RANCHO CORDOVA	95742	I	I					
11470 SUNRISE GOLD CIR STE 3A	PAINTERS PLUS INC	RANCHO CORDOVA	95742	I						
11476 SUNRISE GOLD CIR	AIRCOM MECHANICAL	RANCHO CORDOVA	95742	I	I					
11480 SUNRISE GOLD CIR	HYBRID PRODUCTS	RANCHO CORDOVA	95742	I	I					
11492 SUNRISE GOLD CIR	INFOMANIA	RANCHO CORDOVA	95742		I			I		
6102 SUNRISE MALL DR	FIRESTONE COMPLETE AUTO CARE #356	CITRUS HEIGHTS	95610	A	A					
11261 SUNRISE PARK DR	INTERCERAMIC TILE & STONE GALLERY	RANCHO CORDOVA	95742	I						
11271 SUNRISE PARK DR	HP ENTERPISE SERVICES, LLC	RANCHO CORDOVA	95742	I	I					
11280 SUNRISE PARK DR STE A	EAGLE PRECISION	RANCHO CORDOVA	95742	I						
11290 SUNRISE PARK DR STE B	BLUELINE CONSTRUCTION	RANCHO CORDOVA	95742	I	I					
11290 SUNRISE PARK DR	CORVETTE CARE OF SACRAMENTO	RANCHO CORDOVA	95742	I	I					
11291 SUNRISE PARK DR	PRACTICE WARES INC	RANCHO CORDOVA	95742	I						
11292 SUNRISE PARK DR	BLUELINE CONSTRUCTION	RANCHO CORDOVA	95742	I	I					
11296 SUNRISE PARK DR	STANLEY STEEMER	RANCHO CORDOVA	95742	A	I					
11335 SUNRISE PARK DR	ABS USA	RANCHO CORDOVA	95742	I	I					
11341 SUNRISE PARK DR	SAC EDM INC	RANCHO CORDOVA	95742	A	A					
11345 SUNRISE PARK DR	SACRAMENTO MARBLE & STONE	RANCHO CORDOVA	95742	I						
11350 SUNRISE PARK DR	BAKE MARK USA - RANCHO CORDOVA	RANCHO CORDOVA	95742	A						
11361 SUNRISE PARK DR	TELEDYNE MEC	RANCHO CORDOVA	95742	A	A			A		
11370 SUNRISE PARK DR	MULTIMEDIA LED	RANCHO CORDOVA	95742	I				I		

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11375 SUNRISE PARK DR STE 200	ADVANTAGE BUILDING PRODUCTS INC	RANCHO CORDOVA	95742	I						
11375 SUNRISE PARK DR STE 600	ACCO ENGINEERED SYSTEMS INC	RANCHO CORDOVA	95742	I	I					
11380 SUNRISE PARK DR A	HORIZON	RANCHO CORDOVA	95742	I						
11386 SUNRISE PARK DR	CORVETTE CARE	RANCHO CORDOVA	95742	A	A					
6060 SUNRISE VISTA DR	VERIZON WIRELESS - EAST LAWN	CITRUS HEIGHTS	95610	A						
6105 SUNRISE VISTA DR	PEP BOYS #762	CITRUS HEIGHTS	95610	I	I	I		I		1
SUNRISE/DOUGLAS	KIEWIT PACIFIC	RANCHO CORDOVA	95742	I	I			I		
2210 SUNRISE BLVD	PRICE LESS DRUG STORE	RANCHO CORDOVA	95670	I						
2259 SUNRISE BLVD	ABSOLUTE AUTOCARE	GOLD RIVER	95670	A	A					
2265 SUNRISE BLVD STE A	SAC TRUCK WORKS	RANCHO CORDOVA	95670	I						
2265 SUNRISE BLVD	BRAKE MASTERS #135	GOLD RIVER	95670	A	A					
2268 SUNRISE BLVD	ADRENALIN ZONE	RANCHO CORDOVA	95670	I						
2271 SUNRISE BLVD STE C	CLUTCH MART	RANCHO CORDOVA	95670	A	A					
2280 SUNRISE BLVD	24 HOUR FITNESS CLUB #807	RANCHO CORDOVA	95670	I						
2286 SUNRISE BLVD STE 1	VMAX CLEANERS	RANCHO CORDOVA	95670	A	A					
2286 SUNRISE BLVD 2	KIM'S PHOTO	RANCHO CORDOVA	95670		I			I		
2286 SUNRISE BLVD, #3	CALIFORNIA BACK & NECK PAIN SPEC	RANCHO CORDOVA	95670		I					
2290 SUNRISE BLVD A	HARD ROCK TOOL	RANCHO CORDOVA	95670	I						
2295 SUNRISE BLVD	SUNRISE RANCHO GAS, INC	RANCHO CORDOVA	95670	A	A	A				3
2344 SUNRISE BLVD	K-MART #3369	RANCHO CORDOVA	95670	A	A					
2344 SUNRISE BLVD	PURRFECT AUTO SERVICE	RANCHO CORDOVA	95670	A	A					
2358 SUNRISE BLVD	CHEVRON STATION #96080	RANCHO CORDOVA	95670	A	A	A				4
2401 SUNRISE BLVD	RANA SUNRISE, INC	RANCHO CORDOVA	95670	A	A	A				7
2401 SUNRISE BLVD	DMC GREEN INC - RANA OIL CO	RANCHO CORDOVA	95670	I	I	I				3
2650 SUNRISE BLVD	EARL SCHEIB AUTO PAINT #401	RANCHO CORDOVA	95742	A	A					
2668 SUNRISE BLVD	MADE IN AMERICA	RANCHO CORDOVA	95742	A	A					
2707 SUNRISE BLVD	DANG'S UNION 76 #7490	RANCHO CORDOVA	95742	A	A	A				2
2720 SUNRISE BLVD	RANCHO CORDOVA GARAGE	RANCHO CORDOVA	95670	I	I					
2738 SUNRISE BLVD	WALMART #6620 [HM]	RANCHO CORDOVA	95670	I	I					
2756 SUNRISE BLVD	HOME DEPOT #652	RANCHO CORDOVA	95670	A	A					
2838 SUNRISE BLVD	LES SCHWAB TIRE CENTER #632	RANCHO CORDOVA	95742	A	A					
2941 SUNRISE BLVD, #150	BREWSTER CHIROPRACTIC	RANCHO CORDOVA	95742		I					
2951 SUNRISE BLVD 125	WESTERN TOOL & SUPPLY	RANCHO CORDOVA	95742	I						
2951 SUNRISE BLVD STE 145	SUNRISE COMMUNITY DIALYSIS CTR	RANCHO CORDOVA	95742	I						
2995 SUNRISE BLVD	BEDROSIANS	RANCHO CORDOVA	95742	A						
3041 SUNRISE BLVD	TRI TOOL, INC	RANCHO CORDOVA	95742	A	A					
3050 SUNRISE BLVD	QUICK QUACK CAR WASH	RANCHO CORDOVA	95742	A						
3054 SUNRISE BLVD STE I	HART'S RHINO MOTORSPORTS	RANCHO CORDOVA	95742		I					
3068 SUNRISE BLVD STE B	KELLY-MOORE PAINT CO, INC	RANCHO CORDOVA	95742	A						
3084 SUNRISE BLVD STE 15	THE ADRENALIN ZONE	RANCHO CORDOVA	95742	I						
3095 SUNRISE BLVD	MAACO COLLISION REPAIR & AUTO	RANCHO CORDOVA	95742	A	A					
3096 SUNRISE BLVD	FLYERS #65	RANCHO CORDOVA	95742	A	A	A				3
3099 SUNRISE BLVD	AM/PM #82803	RANCHO CORDOVA	95742	A	A	A				3

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3235 SUNRISE BLVD 3	RED & GOLD TECHNICAL SVCE INC	RANCHO CORDOVA	95742	I	I					
3235 SUNRISE BLVD 4	BROWNIE'S BLUEPRINT CO INC	RANCHO CORDOVA	95742	I	I				I	
3301 SUNRISE BLVD H	FORCE MACHINING	RANCHO CORDOVA	95742		I					
3337 SUNRISE BLVD STE 5	SUNRISE AUTO PAINT/SUPPLY	RANCHO CORDOVA	95742	I						
3340 SUNRISE BLVD STE A	NORTH STATE BATTERIES	RANCHO CORDOVA	95742	A	I					
3340 SUNRISE BLVD D1	AMERICAN STREET ROD	RANCHO CORDOVA	95742	I						
3340 SUNRISE BLVD STE E	CARCANIX	RANCHO CORDOVA	95742	A	A					
3340 SUNRISE BLVD UNIT F	ENTERTAINMENT CENTERS PLUS	RANCHO CORDOVA	95742	I	I					
3340 SUNRISE BLVD G	CPE USA RACING	RANCHO CORDOVA	95742		I					
3345 SUNRISE BLVD STE A	CORVETTE WORLD	RANCHO CORDOVA	95742		A					
3370 SUNRISE BLVD STE B	SPP SACRAMENTO CYLINDER HEAD	RANCHO CORDOVA	95742	I	I					
3370 SUNRISE BLVD	SACTO CYLINDER HEAD EXCHANGE	RANCHO CORDOVA	95670		I					
3370 SUNRISE BLVD	ALL HYUNDAI ISUZU, KIA #1	RANCHO CORDOVA	95742	A	A					
3379 SUNRISE BLVD	LKQ SPECIALIZED PARTS NORTHERN CA	RANCHO CORDOVA	95742	A	A					
3390 SUNRISE BLVD	JAM INC	RANCHO CORDOVA	95742	I	I					
3392 SUNRISE BLVD	A1 AUTO DISMANTLING	RANCHO CORDOVA	95742		I					
3394 SUNRISE BLVD	ACCURACY AUTO RECYCLING	RANCHO CORDOVA	95742	I	I					
3394 SUNRISE BLVD	KHS AUTO DISMANTLING & REPAIR	RANCHO CORDOVA	95742	A	A					
3400 SUNRISE BLVD	C & C STEEL PRODUCTS, INC	RANCHO CORDOVA	95742	A	A					
3410 SUNRISE BLVD	TOYAUTOMART	RANCHO CORDOVA	95742	A	A					
3419 SUNRISE BLVD	PICK-N-PULL AUTO DISMANTLERS	RANCHO CORDOVA	95742	A	A					
3420 SUNRISE BLVD	FORD AUTO & TRUCK RECYCLING	RANCHO CORDOVA	95742	I	A					
3430 SUNRISE BLVD	HAPPY AUTO PARTS, INC	RANCHO CORDOVA	95742	A	A					
3440 SUNRISE BLVD 1	M & S RECYCLING	RANCHO CORDOVA	95742	I	I					
3440 SUNRISE BLVD STE 2	MGM AUTO DISMANTLER	RANCHO CORDOVA	95742	A	A					
3445 SUNRISE BLVD	PICK-N-PULL AUTO DISMANTLERS	RANCHO CORDOVA	95742	I	I					
3450 SUNRISE BLVD	SUNRISE NISSAN AUTO DISMANTLING	RANCHO CORDOVA	95742	A	A					
3459 SUNRISE BLVD STE 2	GT AUTO	RANCHO CORDOVA	95742	A	A					
3459 SUNRISE BLVD STE 3	T & T FABRICATION	RANCHO CORDOVA	95742	A						
3460 SUNRISE BLVD	B M TECH AUTO DISMANTLING	RANCHO CORDOVA	95742	A	A					
3479 SUNRISE BLVD	CVL RV SPECIALISTS	RANCHO CORDOVA	95742	I	I					
3479 SUNRISE BLVD	BUDGET RENT A CAR SYSTEM, INC	RANCHO CORDOVA	95742	A	A					
3480 SUNRISE BLVD	CONESCO INC	RANCHO CORDOVA	95742	I						
3501 SUNRISE BLVD 10	CHUCK'S WELDING & FABRICATION	RANCHO CORDOVA	95742	I						
3501 SUNRISE BLVD, #11	ADVANCED CARBURETION SYSTEMS	RANCHO CORDOVA	95742	I	I					
3501 SUNRISE BLVD 8	S-SQUARED MOTORSPORTS	RANCHO CORDOVA	95742		I					
3501 SUNRISE BLVD STE 9	CHUCK'S WELDING & FABRICATION	RANCHO CORDOVA	95742	I						
3515 SUNRISE BLVD STE 20	FUSION COR	RANCHO CORDOVA	95742	I						
3515 SUNRISE BLVD STE 22	INTEGRA TELECOM	RANCHO CORDOVA	95742	A						
3515 SUNRISE BLVD STE 23	ALL TRADES TOOL & EQUIPMENT REPAIR	RANCHO CORDOVA	95742	I	I					
3531 SUNRISE BLVD STE 30	AUTO CARE PLUS	RANCHO CORDOVA	95742	A	A					
3531 SUNRISE BLVD STE 32	SUNRISE TIRE & BRAKE	RANCHO CORDOVA	95742	A	A					
3590 SUNRISE BLVD STE 1 & 5	LKQ SPECIALIZED PARTS - SUBARU, SUZ	RANCHO CORDOVA	95742	A	A					

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3590 SUNRISE BLVD STE 1	M & S RECYCLING	RANCHO CORDOVA	95742	I	I					
3590 SUNRISE BLVD 6	SUNRISE AUTO PAINT & SUPPLY INC	RANCHO CORDOVA	95742	I						
3600 SUNRISE BLVD	RESEARCH SERVICES AMERICA	RANCHO CORDOVA	95742	I						
4050 SUNRISE BLVD	WALGREENS #9532	RANCHO CORDOVA	95742	I	A					
4145 SUNRISE BLVD	FAIR OAKS AUTO SALES & SERVICE	FAIR OAKS	95628	A	A					
4160 SUNRISE BLVD	JIFFY LUBE #381	FAIR OAKS	95628	A	A					
4323 SUNRISE BLVD	MSA: ANATOLIA WTP (WT08)	RANCHO CORDOVA	95742	A						
4350 SUNRISE BLVD	GOLD RUSH CAR WASH	FAIR OAKS	95628	I		I				3
4400 SUNRISE BLVD	ARCO AM/PM #02126	FAIR OAKS	95628	A	A	A				2
5060 SUNRISE BLVD STE A5	TERESA DE GUZMAN DDS	FAIR OAKS	95628		I					
5150 SUNRISE BLVD G-4	BEYLIK DRILLING INC	FAIR OAKS	95628	I	I					
5200 SUNRISE BLVD	ENTERPRISE PRINT & COPY	FAIR OAKS	95628		I					
5252 SUNRISE BLVD 2	THE PROSTHODONTIC DENTAL GROUP	FAIR OAKS	95628		I					
5271 SUNRISE BLVD	PERFORMANCE INC	FAIR OAKS	95628		A					
5345 SUNRISE BLVD	LENSCRAFTERS STORE #77	FAIR OAKS	95628	A	A				A	
5350 SUNRISE BLVD	ALPHA GRAPHICS	FAIR OAKS	95628		I					
5361 SUNRISE BLVD	QUAIL POINT CHEVRON #93540	FAIR OAKS	95628	A	A	A				3
5409 SUNRISE BLVD	RITE AID #6045	CITRUS HEIGHTS	95610	I	A					
5410 SUNRISE BLVD	CAPITAL NURSERY CO	CITRUS HEIGHTS	95610	A						
5414 SUNRISE BLVD, #B	CARL V BRODEN DDS	CITRUS HEIGHTS	95610		I					
5414 SUNRISE BLVD D	RICHARD A BEHL DDS	CITRUS HEIGHTS	95610		I					
5414 SUNRISE BLVD	ROBERT P OBREGON DDS	CITRUS HEIGHTS	95610		I					
5414 SUNRISE BLVD G	LAWRENCE P BISAUTA DDS	CITRUS HEIGHTS	95610		I					
5425 SUNRISE BLVD	ORCHARD SUPPLY HARDWARE #101	CITRUS HEIGHTS	95610	I	I					
5489 SUNRISE BLVD D	FINE IMAGE PRO PHOTO LAB	CITRUS HEIGHTS	95610		I					
5489 SUNRISE BLVD	AT & T MOBILITY - MADISON SUNRISE (15	CITRUS HEIGHTS	95610	A						
5837 SUNRISE BLVD	TARGET STORE #T1121 [HM]	CITRUS HEIGHTS	95610	A	A					
6000 SUNRISE BLVD	MACY'S WEST, INC	CITRUS HEIGHTS	95610	A	A					
6100 SUNRISE BLVD	JC PENNEY	CITRUS HEIGHTS	95610		A					
6166 SUNRISE BLVD	THE PICTURE PEOPLE	CITRUS HEIGHTS	95610		I					
6197 SUNRISE BLVD	CVS/PHARMACY #9814	CITRUS HEIGHTS	95610	I	I				I	
6199 SUNRISE BLVD	MONTGOMERY WARD #2238	CITRUS HEIGHTS	95610	I	I					
6199 SUNRISE BLVD	WALGREENS #7191	CITRUS HEIGHTS	95610	I	A					
6920 SUNRISE BLVD	AUTO ZONE #5585	SACRAMENTO	95822	A	A					
6960 SUNRISE BLVD	ALL STAR PRINTING	CITRUS HEIGHTS	95610		A					
6964 SUNRISE BLVD	CHASE CLEANERS	CITRUS HEIGHTS	95610	A	A					
6982 SUNRISE BLVD	FOOD MAXX #420 [HM]	CITRUS HEIGHTS	95610	I						
6994 SUNRISE BLVD	CITRUS HEIGHTS DENTAL	CITRUS HEIGHTS	95610		I					
7024 SUNRISE BLVD	COPPERWOOD CLEANERS	CITRUS HEIGHTS	95610	I	I					
7044 SUNRISE BLVD A2	DENISON CHIROPRACTIC	CITRUS HEIGHTS	95610		I					
7409 SUNRISE BLVD	VERIZON WIRELESS - SUNRISE	SACRAMENTO	95830	A						
7484 SUNRISE BLVD	SUNRISE BLVD ANIMAL HOSPITAL	CITRUS HEIGHTS	95610		I					
7508 SUNRISE BLVD	RIVER CITY CHIROPRACTIC	CITRUS HEIGHTS	95610		I					

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				BP	WG	UST	AST	TIER		
7551 SUNRISE BLVD	SUNRISE CHEVRON	CITRUS HEIGHTS	95610	A	A	A				4
7560 SUNRISE BLVD	PASTOR'S VALERO	CITRUS HEIGHTS	95610	A	A	A				3
7570 SUNRISE BLVD	CARL'S JR	CITRUS HEIGHTS	95610	I	I	I				0
7601 SUNRISE BLVD STE 15	SUNRISE OLD AUBURN CLEANERS	CITRUS HEIGHTS	95610	I	I					
7633 SUNRISE BLVD	KNIESEL'S AUTO BODY	CITRUS HEIGHTS	95610	A	A					
7640 SUNRISE BLVD	AT&T MOBILITY-CITRUS HEIGHTS II (9732	CITRUS HEIGHTS	95610	A						
7644 SUNRISE BLVD	PERFORMANCE LUBE	CITRUS HEIGHTS	95610	I	I					
7649 SUNRISE BLVD STE A	KNIESEL'S AUTO SERVICE CENTER	CITRUS HEIGHTS	95610	A	A					
7649 SUNRISE BLVD	VERIZON WIRELESS SUNRISE OAKS	CITRUS HEIGHTS	95610	A						
7650 SUNRISE BLVD	NATIONS RENTS	CITRUS HEIGHTS	95610	I	I					
7700 SUNRISE BLVD 2100	FUEL CAFE	CITRUS HEIGHTS	95610	I						
7711 SUNRISE BLVD	DIRT BUSTERS CAR WASH	CITRUS HEIGHTS	95610	I						
7787 SUNRISE BLVD	WALGREENS #5774	CITRUS HEIGHTS	95610	I	A					
7796 SUNRISE BLVD	CIRCLE K STORES, INC #2705423	CITRUS HEIGHTS	95610	A	A	A				4
7800 SUNRISE BLVD	O'REILLY AUTO PARTS #2607	CITRUS HEIGHTS	95610	A	A					
7825 SUNRISE BLVD	SUN RIVER CLEANERS	CITRUS HEIGHTS	95610	I	I					
7841 SUNRISE BLVD	JIFFY LUBE #1875	CITRUS HEIGHTS	95610	A	A					
SUNRISE BLVD	IRCTS WNN GROUNDWATER REMEDIATI	RANCHO CORDOVA	95742	I						
5900 SUNRISE MALL	JIFFY LUBE #1586	CITRUS HEIGHTS	95610	I	I					
5900 SUNRISE MALL	SEARS #1538/6799	CITRUS HEIGHTS	95610	A	A					
5900 SUNRISE MALL	TEETH FOR LIFE DENTAL GROUP	CITRUS HEIGHTS	95610		I					
5901 SUNRISE MALL	SEARS HOME SERVICES #4329 (8368)	CITRUS HEIGHTS	95610	A	A					
6027 SUNRISE MALL 103	RITZ CAMERAS	CITRUS HEIGHTS	95610		I			I		
6184 SUNRISE MALL	SAVE MART SUPERMARKET	CITRUS HEIGHTS	95610	I	I					
6186 SUNRISE MALL	SKY CLEANERS	CITRUS HEIGHTS	95610	I	I					
6196 SUNRISE MALL	CITY OF CITRUS HEIGHTS - THHWCF	CITRUS HEIGHTS	95610					I		
7424 SUNSET AVE	CURLY'S CLEANERS	FAIR OAKS	95628	I	A					
7437 SUNSET AVE	AT&T MOBILITY - SAN JUAN (9748)	FAIR OAKS	95628	A						
7437 SUNSET AVE	VERIZON WIRELESS SUNSET	FAIR OAKS	95628	A						
7751 SUNSET AVE	ANIMAL MEDICAL CENTER OF SACTO	FAIR OAKS	95628		I					
8137 SUNSET AVE, #130	RICHARD E CHANG DDS	FAIR OAKS	95628		I					
8480 SUNSET AVE	VERIZON WIRLESS FAIR OAKS MILLER P.	FAIR OAKS	95628	A						
8910 SUNSET AVE, #A	C A LEHNER DC	FAIR OAKS	95628		I					
7515 SUN AVE STE A	LONE STAR SERVICE	CITRUS HEIGHTS	95610	A	A					
10510 SUPERFORTRESS AVE	HERTZ RENT A CAR	MATHER AFB	95655	I	I					
10556 SUPERFORTRESS AVE	MATHER AVIATION LLC	MATHER AFB	95655	I	I					
10556 SUPERFORTRESS AVE	MARTINAIRE AVIATION LLC	MATHER	95655	I	I					
10616 SUPERFORTRESS AVE	MATHER ARMY AVIATION SUPPORT FAC	MATHER AFB	95655	A	A					
9176 SURVEY RD	AQUA POOL & SPA	ELK GROVE	95624	I						
9182 SURVEY RD	ROOCO RENTS	ELK GROVE	95624	A	I					
9228 SURVEY RD	SYAR CONCRETE, LLC	ELK GROVE	95624	A	I					
9248 SURVEY RD STE 4	ATCO TRANSMISSION & AUTOMOTIVE	ELK GROVE	95624	A	A					
9255 SURVEY RD 1	ANESTHESIA PLUS INC	ELK GROVE	95624		I					

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				BP	WG	UST	AST	TIER	CalARP	
9261 SURVEY RD	SALEN'S LANDSCAPING INC	ELK GROVE	95624	I	I					
9269 SURVEY RD	CMA OF SACRAMENTO	ELK GROVE	95624	A	I					
12645 SUTTER ISLAND RD	STEAMBOAT FARMS	COURTLAND	95304	I						
12010 SUTTER ISLAND RD	DAVID J ELLIOT & SON	COURTLAND	95615	I						
12945 SUTTER ISLAND RD	REID RANCHES	COURTLAND	95615	I						
13301 SUTTER ISLAND RD	WHEELER/THOMAS	COURTLAND	95615	I						
13301 SUTTER ISLAND RD	DAVID J ELLIOT & SON	COURTLAND	95615	I						
13945 SUTTER ISLAND RD	WIEDMANN & SONS INC	COURTLAND	95690	I						
14535 SUTTER ISLAND RD	SALMAN FARMS INC	COURTLAND	95615	I						
14769 SUTTER ISLAND RD	HUMACKICH ORCHARDS	COURTLAND	95615	I						
14769 SUTTER ISLAND RD	CAL-BART ORCHARDS	COURTLAND	95615	I						
15023 SUTTER ISLAND RD	MCQUAID RANCH	COURTLAND	95615	I	I					
15169 SUTTER ISLAND RD	DAVID J ELLIOT & SON	COURTLAND	95615	I						
15315 SUTTER ISLAND RD	CHUCK BAKER RANCH	COURTLAND	95615	I						
15601 SUTTER ISLAND RD	CAL-BART ORCHARDS	COURTLAND	95615	I						
15610 SUTTER ISLAND RD	KAY DIX RANCH CO II	COURTLAND	95615	I						
15989 SUTTER ISLAND RD	STEAMBOAT ACRES	COURTLAND	95615	I						
SUTTER ISLAND RD	CAL-BART ORCHARDS	COURTLAND	95615	I						
11914 SUTTER SLOUGH BRIDGE RD	SUNNYSIDE CAMP	COURTLAND	95615	I	I					
8963 SUTTERS GOLD DR	CA AMERICAN WATER SUTTERS GOLD V	SACRAMENTO	95826	A					I	
6135 SUTTER AVE	AT&T MOBILITY-WINDING WY #14415	CARMICHAEL	95608	I						
6135 SUTTER AVE	SAN JUAN USD - MAINT & OPS	CARMICHAEL	95608	A	A					
6135 SUTTER AVE	MAINTENANCE & OPERATIONS	CARMICHAEL	95608	I	I					
6135 SUTTER AVE	VERIZON WIRELESS - MANZANITA	CARMICHAEL	95608	A						
702 SUTTER ST, #J	L B PADGETT DC	FOLSOM	95630		I					
929 SUTTER ST	PAVILION IRON WORKS	FOLSOM	95630	I						
2355 SUTTERVILLE BY STE B	ALMIS AUTOWORKS	SACRAMENTO	95822		I					
2355 SUTTERVILLE BY STE D	NICHOLS & SONS AUTO PARTS	SACRAMENTO	95822		A					
2365 SUTTERVILLE BY STE B	C & H NGUYEN AUTO REPAIR	SACRAMENTO	95822	A	A					
2365 SUTTERVILLE BY STE D	H & R AUTOMOTIVE	SACRAMENTO	95822	A	A					
1400 SUTTERVILLE RD	LAND PARK MART 76	SACRAMENTO	95822	A	A	A				4
2136 SUTTERVILLE RD	PLUMBING AND PIPING FAB	SACRAMENTO	95822			I				1
2500 SUTTERVILLE RD	DIAL ONE DW ERFERT PAINTING	SACRAMENTO	95820	I	I					
2510 SUTTERVILLE RD	RAINBOW AUTOBODY	SACRAMENTO	95820		I					
2510 SUTTERVILLE RD	PERFORMANCE AUTO	SACRAMENTO	95820	I	I					
SUTTERVILLE RD	VERIZON WIRELESS SUTTERVILLE	SACRAMENTO	95822	I						
3062 SWANSEA WAY	CALIFORNIA AMERICAN WATER CO -	RANCHO CORDOVA	95670	A					I	
7476 SYCAMORE DR	RAMCO TRANSMISSIONS	CITRUS HEIGHTS	95621	A	A					
6230 SYLVAN RD	CITRUS HEIGHTS WATER DISTRICT	CITRUS HEIGHTS	95610	A	A					
6501 SYLVAN RD	US SMALL BUSINESS ADMINISTRATION	CITRUS HEIGHTS	95610	A						
7027 SYLVAN RD	SOUTHERN AUTO SUPPLY	CITRUS HEIGHTS	95610	I						
10200 SYSTEMS PKWY	CROP PRODUCTION SERVICES	SACRAMENTO	95827	A	A					
10210 SYSTEMS PKWY STE 310	CROP PRODUCTION SERVICES	SACRAMENTO	95827	I	I					

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10230 SYSTEMS PKWY	SACRAMENTO REGIONAL FIRE / EMS	SACRAMENTO	95827	A						
10233 SYSTEMS PKWY	BUREAU OF AUTOMOTIVE REPAIR	SACRAMENTO	95827	A	A					
10235 SYSTEMS PKWY STE A	URS CORPORATION	SACRAMENTO	95827	I	I					
10240 SYSTEMS PKWY	BUREAU OF AUTOMOTIVE REPAIR	SACRAMENTO	95827	A						
2628 TAFT ST	NORTH SACRAMENTO CORP YARD	SACRAMENTO	95815	A	A					
4414 TALLYHO DR	CA AMERICAN WATER TALLY HO #2	SACRAMENTO	95826	A					I	
7550 TAMOSHANTER WAY	PAUL'S HAULING SERVICE	SACRAMENTO	95822		I					
9615 W TARON DR	CHEVRON STATION #210285	ELK GROVE	95757	A	A	A				3
9616 W TARON DR	STONELAKE SHELL	ELK GROVE	95757	A	A	A				3
9650 W TARON DR	ALL DATA/AUTOZONE	ELK GROVE	95757	A						
9700 W TARON DR	CA STATE AUTO ASSOCIATION	ELK GROVE	95757	I						
6341 TARSHES DR	ANCIL HOFFMAN GOLF COURSE & PARK	CARMICHAEL	95608	A	A	I				1
5261 TEGAN RD	SPRINT CELL SITE SF 33XC905	ELK GROVE	95758	A						
3 TELEVISION CIR	WESTERN STATES TELEPORT	SACRAMENTO	95814	I						
3 TELEVISION CIR	KCRA - TV	SACRAMENTO	95814	A		I				1
8000 TEMPLE PARK DR	FAIR OAKS REC & PARK DISTRICT	FAIR OAKS	95628	A						
636 TENAYA AVE	SACRAMENTO CITY WELL #93	SACRAMENTO	95833	A					A	
1920 TERRACINA DR STE 100	NATOMAS AUTO CARE	SACRAMENTO	95834	A	A					
TERRACINA DR	SUMP 15	SACRAMENTO	95834	A						
2528 TESLA WAY	SAC CARBURETOR & ELECTRICAL SPEC	SACRAMENTO	95825	A	A					
2531 TESLA WAY	IDEAL RADIATOR SALES & SERVICE	SACRAMENTO	95825	I	I					
2537 TESLA WAY	CORK'S CYCLE SERVICE	SACRAMENTO	95825	I	I					
2539 TESLA WAY	STAR CONSTRUCTION	SACRAMENTO	95825	I						
2544 TESLA WAY	BERKAN & CLARK AIR CONDITIONING	SACRAMENTO	95825	A	A					
6900 THOMAS DR	SACRAMENTO METRO FIRE STATION 41	NORTH HIGHLANDS	95660	A						
14450 THORNTON RD	HIMEBAUCH AUTO PARTS	WALNUT GROVE	95690	A	A					
4420 THOR WAY	SSW DISTRICT THOR/MERCURY WELL 25	SACRAMENTO	95864	A						
THREE MILE SLOUGH/SAN	RVGU 72 WELL SITE	RIO VISTA	94571	I						
8500 THYS CT STE A	TMK	SACRAMENTO	95828	I	I					
8510 THYS CT	WILMOR & SONS PLUMBING AND CONST	SACRAMENTO	95828	A	I					
8521 THYS CT	ADVANCED RESTORATION & AUTOBODY	SACRAMENTO	95828	I	I					
8531 THYS CT	CATERING FOOD SUPPLY	SACRAMENTO	95828	A						
8540 THYS CT	RFC MANUFACTURING INC	SACRAMENTO	95828	I						
8551 THYS CT A	CT AUTOMOTIVE	SACRAMENTO	95828	I	I					
8551 THYS CT STE A	TECH 1 AUTO	SACRAMENTO	95828	I	I					
8551 THYS CT STE C	LEE AUTO BODY	SACRAMENTO	95828		I					
8561 THYS CT STE B	AJ AUTO	SACRAMENTO	95828		I					
8561 THYS CT STE D	AUTO RESTORE TECH SERVICE	SACRAMENTO	95828		I					
8585 THYS CT	TRAFFIC CONTROL SERVICE INC	SACRAMENTO	95828	I						
8588 THYS CT	REW MATERIALS	SACRAMENTO	95828	A						
8588 THYS CT	MOBILE MODULAR PORTABLE STORAGE	SACRAMENTO	95828	A						
8589 THYS CT	TEICHERT CONSTRUCTION	SACRAMENTO	95828	I						
7600 TIERRA GLEN WAY	H & T MOBILE AUTO REPAIR	SACRAMENTO	95828		I					

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8120 TIMBERLAKE WAY STE 109	MERCY MEDICAL GROUP	SACRAMENTO	95823		I					
8314 TIOGAWOODS DR	PUROLATOR LIQUID PROCESS, INC	SACRAMENTO	95828	A	A					
8372 TIOGAWOODS DR	HYDRA TRUCKING & WAREHOUSING	SACRAMENTO	95828	I						
8380 TIOGAWOODS DR	PDQ AUTOMATIC TRANSMISSION PARTS	SACRAMENTO	95828	A	A					
8432 TIOGAWOODS DR	FLUID TECH HYDRAULICS, INC	SACRAMENTO	95828	A	A					
8500 TIOGAWOODS DR STE 2	BLASTING MATERIALS & EQUIPMENT, INC	SACRAMENTO	95828	A						
8538 TIOGAWOODS DR	CLASS A POWDERCOAT, INC	SACRAMENTO	95828	A	A			I		
8538 TIOGAWOODS DR	BME CO	SACRAMENTO	95828	I						
8550 TIOGAWOODS DR	MASCON, INC	SACRAMENTO	95828	I	I					
7020 TOKAY AVE	HANSON PIPE & PRECAST	SACRAMENTO	95828	A	A					
7030 TOKAY AVE	PTS MASONRY, INC	SACRAMENTO	95828	A	I					
7045 TOKAY AVE	CWS PAINTING	SACRAMENTO	95828	I	I					
7117 TOKAY AVE	PTS MASONRY, INC	SACRAMENTO	95828	I	I					
8955 TOKAY LN	T-MOBILE WEST CORP (SC06025A)	SACRAMENTO	95829	I						
9300 TOKAY LN	CALIFORNIA CARNIVAL CO	SACRAMENTO	95829	I	I					
8054 TORRENTE DR	SUMP 139	SACRAMENTO	95823	A						
2400 TOWER AVE	HAYES BROTHERS COLLISION REPAIR	SACRAMENTO	95825	A	A					
2404 TOWER AVE	MOVADO BODY SHOP	SACRAMENTO	95825	I	I					
2425 TOWER AVE	HAL'S AUTO AIR, INC	SACRAMENTO	95825	A	A					
2444 TOWER AVE	AUTO HEAVEN	SACRAMENTO	95825	I	I					
2451 TOWER AVE	STOP SHOP SERVICE CENTER	SACRAMENTO	95825	I	I					
2459 TOWER AVE	JOHN'S AUTOMOTIVE	SACRAMENTO	95825	A	A					
2501 TOWER AVE	MOTOR MACHINE	SACRAMENTO	95825	I	I					
2509 TOWER AVE	JAPANESE AUTO WORKS	SACRAMENTO	95825	I	I					
2517 TOWER AVE	AUTO WERKE	SACRAMENTO	95825		I					
2521 TOWER AVE STE A	DEALER'S SERVICE CENTER	SACRAMENTO	95825	I	I					
2521 TOWER AVE	SCOTTY & SONS AUTO & SMOG	SACRAMENTO	95825	A	A					
2541 TOWER AVE STE A	SACRAMENTO AUTO TECH	SACRAMENTO	95825	A	A					
2541 TOWER AVE STE C	MONTANA'S SERVICE CENTER	SACRAMENTO	95825	I	I					
2541 TOWER AVE STE D	BRITISH CAR SERVICE	SACRAMENTO	95825	A	A					
2542 TOWER AVE STE A	LEGEND AUTO (BODY SHOP)	SACRAMENTO	95825	I	I					
10933 TRADE CENTER DR STE 102	RCP THERAPEUTICS INC	RANCHO CORDOVA	95670	I	I					
11000 TRADE CENTER DR	MCKESSON CORPORATION	RANCHO CORDOVA	95670	A	A	A				2
11101 TRADE CENTER DR	BARCO	RANCHO CORDOVA	95670		A					
11151 TRADE CENTER DR STE 206	EAGLE AUTOMOTIVE	RANCHO CORDOVA	95670	A	A					
11151 TRADE CENTER DR	HEARTLAND TANNING, INC	RANCHO CORDOVA	95670	I						
11167 TRADE CENTER DR	VERIZON WIRELESS - ZINFANDEL	RANCHO CORDOVA	95670	A						
11225 TRADE CENTER DR	BEDROSIANS	RANCHO CORDOVA	95742	I						
11230 TRADE CENTER DR	BODYCRAFT COLLISION CENTER LLC	RANCHO CORDOVA	95742	A	A					
11253 TRADE CENTER DR STE A	STARWEST BOTANICALS, INC	RANCHO CORDOVA	95742	I	I					
11261 TRADE CENTER DR	FORM & FUSION, INC	RANCHO CORDOVA	95742	A	A					
11277 TRADE CENTER DR	WAYSIDE LUMBER	RANCHO CORDOVA	95742	I						
11311 TRADE CENTER DR, #105	CALIFORNIA FINEST AUTO DETAIL	RANCHO CORDOVA	95742	I						

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11311 TRADE CENTER DR 115	TEMPLE ASSOCIATES	RANCHO CORDOVA	95742	I	I					
11320 TRADE CENTER DR STE A	TOM DUFFY COMPANY	RANCHO CORDOVA	95742	A						
11320 TRADE CENTER DR STE H	EMCOR MESA ENERGY SYSTEMS	RANCHO CORDOVA	95742	A	A					
11327 TRADE CENTER DR 355	CLUTCH'S ONLY	RANCHO CORDOVA	95742		I					
11327 TRADE CENTER DR STE 360	K K COLLISION CENTER	RANCHO CORDOVA	95742	A	A					
11336 TRADE CENTER DR	CALIFORNIA HIGHWAY PATROL VALLEY I	RANCHO CORDOVA	95742	A	A					
11337 TRADE CENTER DR STE 200	EASY-CLEAN SYSTEMS	RANCHO CORDOVA	95742	A	A					
11337 TRADE CENTER DR STE 300	HYDRAULIC POWER SALES	RANCHO CORDOVA	95742	A	A					
11351 TRADE CENTER DR 650	ARTISTIC AUTO WORKS	RANCHO CORDOVA	95742		I					
11367 TRADE CENTER DR 130	CHEMICAL TECHNOLOGIES INDUSTRIAL	RANCHO CORDOVA	95742	I						
11379 TRADE CENTER DR 305	MUSTANG CONNECTION	RANCHO CORDOVA	95742		I					
11379 TRADE CENTER DR STE 305	STERLING MARINE SERVICES CTR INC	RANCHO CORDOVA	95742	I	A					
11379 TRADE CENTER DR STE 325	LAUDER PHOTOGRAPHIC INC	RANCHO CORDOVA	95742	I						
11379 TRADE CENTER DR 335	BELL AUTO PAINTING & STRIPING	RANCHO CORDOVA	95742		A					
11389 TRADE CENTER DR STE C	EXTREME GEAR OFF ROAD, INC	RANCHO CORDOVA	95742	A	A					
4135 TRAFFIC WAY	SAC DOT - TRAFFIC SIGNS	SACRAMENTO	95827	A	A					
6845 TREELARK WAY	CA AMERICAN WATER-TREELARK WELL	CITRUS HEIGHTS	95621	A					I	
12205 TRIBUTARY POINT DR	CHEVRON STATION #203186	RANCHO CORDOVA	95670	A	A	A				4
12210 TRIBUTARY POINT DR	TRIBUTARY POINT AM/PM	RANCHO CORDOVA	95670	A	A	A				2
TRIBUTE RD/BUS 80	SACRAMENTO CITY WELL #157	SACRAMENTO	95815	I					I	
TRIBUTE RD/SR 160	SACRAMENTO CITY WELL #156	SACRAMENTO	95815	A					A	
1600 TRIBUTE RD	SOFT FILE	SACRAMENTO	95815	I	I					
1767 TRIBUTE RD STE B	SUPERIOR RESTORATION PRODUCTS	SACRAMENTO	95815	I	I					
1775 TRIBUTE RD STE A	LOOMIS FARGO & CO	SACRAMENTO	95815	I	I					
1775 TRIBUTE RD STE D	POWER PRINTING	SACRAMENTO	95815		I					
1779 TRIBUTE RD 14	AMERICAN MEDICAL RESPONSE	SACRAMENTO	95815	I	I					
1787 TRIBUTE RD C	MORRISON KNUDSEN CORPORATION	SACRAMENTO	95815	I	I					
1787 TRIBUTE RD C	PRIMA ENVIRONMENTAL	SACRAMENTO	95815	I	I					
1792 TRIBUTE RD	PACIFIC BELL SCO6021	SACRAMENTO	95815	I						
1792 TRIBUTE RD	T-MOBILE WEST CORP (SC06021A)	SACRAMENTO	95815	I						
1800 TRIBUTE RD STE 100	CAPITOL CITY SURGERY CENTER	SACRAMENTO	95815	A	I					
1812 TRIBUTE RD, #A	OMNI MICROGRAPHICS INC	SACRAMENTO	95815		I					
1812 TRIBUTE RD STE H	FARIA PRINTING & GRAPHICS	SACRAMENTO	95815	A	A					
1824 TRIBUTE RD STE B	OMNI MOUNTAIN LLC	SACRAMENTO	95815	I	I					
1828 TRIBUTE RD A-E	G E HEALTHCARE	SACRAMENTO	95815		I					
11216 TRINITY RIVER DR A	TRINITY RIVER CHIROPRACTIC	RANCHO CORDOVA	95670		I					
10260 TRUEMPER WAY	UPS SUPPLY CHAIN SOLUTIONS	MATHER	95655	A						
10260 TRUEMPER WAY FLTLN	WORLDWIDE FLIGHT SERVICES	MATHER	95655		I					
10295 TRUEMPER WAY	UNITED PARCEL SERVICE, INC	MATHER	95655	A	A					
10295 TRUEMPER WAY	INTEGRATED AIRLINE SERVICES INC	MATHER	95655	I	I					
10300 TRUEMPER WAY	LGSTX SERVICES, INC	MATHER	95655	A	A					
10300 TRUEMPER WAY	DHL EXPRESS (USA), INC - SMF	MATHER	95655	A	I					
10300 TRUEMPER WAY	AIR CARGO CARRIERS, LLC	MATHER	95655	A	I					

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SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
10321 TRUEMPER WAY	MATHER AIRPORT -AIRFIELD MAINT SHO	MATHER	95655	A	A					
10321 TRUEMPER WAY	MATHER AIRPORT - AIRCRAFT RESCUE I	MATHER	95655	A						
3291 TRUXEL RD 13	GLENN M MISONO DDS	SACRAMENTO	95833		I					
3291 TRUXEL RD, #14	P WILLIAM SLAVENSKY DC	SACRAMENTO	95833		I					
3291 TRUXEL RD	SAVE MART SUPERMARKET #618	SACRAMENTO	95833		A					
3561 TRUXEL RD	VERIZON WIRELESS - NATOMAS MARKE	SACRAMENTO	95834	A						
3611 TRUXEL RD	HOME DEPOT #6649	SACRAMENTO	95834	A	A					
3613 TRUXEL RD	SUMP 20	SACRAMENTO	95834	A						
3661 TRUXEL RD	WAL-MART STORE #2598	SACRAMENTO	95833	A	A					
3691 TRUXEL RD	MICHAEL'S STORE 9851	SACRAMENTO	95834	I	A					
3721 TRUXEL RD	TRUXEL ROAD SHELL	SACRAMENTO	95834	A	A	A				4
3950 TRUXEL RD	R & L THOMPSON, INC	SACRAMENTO	95834	A	A	A				2
4261 TRUXEL RD STE 1A	FRESH CLEANERS	SACRAMENTO	95834	A	A					
4752 TRUXEL RD	PAC BELL TELEPHONE CO - AT&T CALIFC	SACRAMENTO	95834	A	A	A				1
501 T ST	JC AUTO SERVICE CENTER	SACRAMENTO	95811	A	A					
3675 T ST	PAC BELL TELEPHONE CO - AT&T CALIFC	SACRAMENTO	95819	A	I	I				1
6380 TUPELO DR	T-MOBILE WEST CORP (SC06002A)	CITRUS HEIGHTS	95621	I						
6380 TUPELO DR	VERIZON WIRELESS - ZENITH	CITRUS HEIGHTS	95621	A						
6406 TUPELO DR STE A	DAVITA ANTELOPE DIALYSIS CENTER	CITRUS HEIGHTS	95621	A						
6412 TUPELO DR E	BARBEQUES GALORE	CITRUS HEIGHTS	95621	I						
6416 TUPELO DR	ANTELOPE DENTAL	CITRUS HEIGHTS	95621		I					
6418 TUPELO DR	TOTAL CARE	CITRUS HEIGHTS	95621		I					
6422 TUPELO DR	RITE AID #6050	CITRUS HEIGHTS	95621	I	I					
6454 TUPELO DR	SAVE MART SUPERMARKET #603	CITRUS HEIGHTS	95621	I						
6224 TURNER RD STE A	CAPITAL AUTO RESTORATION INC	SACRAMENTO	95829	I	A					
6224 TURNER RD STE C	DIESEL NUT MOTORSPORTS	SACRAMENTO	95829	I	I					
6224 TURNER RD STE D	CUSTOM CABINETS BY DESIGN	SACRAMENTO	95829	I						
6225 TURNER RD STE A & B	MCCLERNON GENERAL ENGINEERING, II	SACRAMENTO	95829	A	A					
6225 TURNER RD B	PIONEER FLEET SERVICE INC	SACRAMENTO	95829	I	I					
6326 TURNER RD	SGL MATERIALS, INC	SACRAMENTO	95829	A	I					
TWIN CITIES RD/FRANKLIN BLVD	SPRINT	ELK GROVE	95823	I						
1010 TWIN CITIES RD	JOHN PEREZ & SONS, INC	WALNUT GROVE	95690	A	A					
1400 TWIN CITIES RD	KTXL CHANNEL 40	WALNUT GROVE	95690	A	A					
1400 TWIN CITIES RD	KVIE, INC	WALNUT GROVE	95690	A						
1720 TWIN CITIES RD	JOHN MCCORMACK CO INC	WALNUT GROVE	95758	I					I	
2250 TWIN CITIES RD	GLANVALE CAMP	WALNUT GROVE	95690	I						
2250 TWIN CITIES RD	GLANVALE RANCH	WALNUT GROVE	95690	I	I					
4707 TWIN CITIES RD	WILBUR-ELLIS CO - TWIN CITIES DBA JOI	ELK GROVE	95757	A	A				A	
5000 TWIN CITIES RD	T-MOBILE WEST CORP (SC06101A)	WALNUT GROVE	95690	I						
5902 TWIN CITIES RD	MARTIN DUANE JR FARM	ELK GROVE	95758	I						
9084 TWIN CITIES RD	JOHNSON FARMS	GALT	95632	I						
9850 TWIN CITIES RD	RICHARD A. MCGEE CORRECTIONAL TR/	GALT	95632	A	A					
10059 TWIN CITIES RD	AT&T MOBILITY-GALT (9684)	GALT	95632	A						

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				BP	WG	UST	AST	TIER	CalARP	
10059 TWIN CITIES RD	CITY OF GALT WWTP	GALT	95632	A			I		I	
10059 TWIN CITIES RD	COUNTY OF SACRAMENTO	GALT	95632	A						
10098 TWIN CITIES RD	CAL WEST SEEDS, LLC	GALT	95632	A	I					
10305 TWIN CITIES RD	HORNING EQUIPMENT CO, INC	GALT	95632	I	A					
10340 TWIN CITIES RD	JIFFY LUBE #3324	GALT	95632	A	A					
10370 TWIN CITIES RD	O'REILLY AUTO PARTS #3567	GALT	95632	A	A					
10430 TWIN CITIES RD	RALEY'S SUPERMARKET 0302	GALT	95632	I	I					
10450 TWIN CITIES RD	RALEY'S AISLE ONE/ #352	GALT	95632	A	A	A				3
10520 TWIN CITIES RD	TRACTOR SUPPLY CO	GALT	95632	I						
10570 TWIN CITIES RD	RITE AID #6547	GALT	95632	I	A					
11500 TWIN CITIES RD	SIERRA SPRAY FOAM ROOFING	GALT	95632	A						
11500 TWIN CITIES RD	BPS PROPANE SERVICE INC	GALT	95632	I						
11550 TWIN CITIES RD	DRJ FARMS	HERALD	95286	I						
13070 TWIN CITIES RD	GARY SILVA JR	HERALD	95638	I	I					
14440 TWIN CITIES RD	RANCHO SECO NUCLEAR STATION	HERALD	95638	A	A	I		I		
14962 TWIN CITIES RD	RANCHO SECO PARK	HERALD	95638	I						
15261 TWIN CITIES RD	VERIZON WIRELESS - ARROYO SECO	HERALD	95638	A						
TWIN CITIES RD	WEST COAST GRAPE FARMING INC	HERALD	95638	I						
TWIN CITIES RD	WEST COAST GRAPE FARMING INC	HERALD	95638	I						
TWIN CITIES RD	WEST COAST GRAPE FARMING INC	HERALD	95638	I						
TWIN CITIES RD	WEST COAST GRAPE FARMING, INC	HERALD	95638	I						
6504 TWIN PARKS DR	CA AMERICAN WATER-TWIN PARKS WEL	CITRUS HEIGHTS	95621	A					I	
8443 TWIN TRAILS DR	CA AMERICAN WATER-TWIN TRAILS WEL	ANTELOPE	95843	A					I	
TWITCHHELL ISLAND RD	RVGU 137 WELL SITE	RIO VISTA	94571	A	I					
TWITCHHELL ISLAND RD	RVGU 153 WELL SITE	RIO VISTA	94571	A	I					
TWITCHHELL ISLAND RD	RVGU159 WELL SITE	ISLETON	95641	I						
TYLER ISLAND	PG & E TYLER ISLAND DEHY STATION	ISLETON	94571	A						
15335 TYLER ISLAND RD	MELLO 3-10	ISLETON	95641	A	A					
15335 TYLER ISLAND RD	MELLO 2-10	ISLETON	95641	A	A					
15335 TYLER ISLAND RD	ROYALE CUSTODY METER	WALNUT GROVE	95690	A	I					
16058 TYLER ISLAND RD	P G & E FURTH 115 MASTER METER ODC	RIO VISTA	94571	A						
17153 TYLER ISLAND RD	P G & E - TYLER #8 ODORANT TANK	RIO VISTA	94571	A						
17753 TYLER ISLAND RD	ISLAND FARMS	ISLETON	95641	I	I					
18981 TYLER ISLAND RD	KAY DIX RANCH CO II	WALNUT GROVE	95690	I						
19701 TYLER ISLAND RD	MELLO FARMS	WALNUT GROVE	95690	I						
TYLER ISLAND RD	LEWALLEN RP	ISLETON	95641	A						
TYLER ISLAND RD	LEWALLEN 31-1	ISLETON	95641	A	I					
TYLER ISLAND RD	JENSEN 5	ISLETON	95641	I						
TYLER ISLAND RD	JENSEN 3	ISLETON	95641	I	I					
TYLER ISLAND RD	FURTH MASTER METER	WALNUT GROVE	95690	A	I					
TYLER ISLAND RD	ALLEN 34-1 34-2	ISLETON	95641	A	I					
TYLER ISLAND RD	TYLER 5-1, 5-2	ISLETON	95641	A						
TYLER ISLAND RD	TYLER 6-2	ISLETON	95641	I	I					

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				BP	WG	UST	AST	TIER	CalARP	
TYLER ISLAND RD	TYLER ISLAND GAS PLANT	ISLETON	95641	I						
5109 TYLER ST	CALIFORNIA HIGHWAY PATROL	SACRAMENTO	95841	A	A	I				1
14423 TYLOR ISLAND RD	BETTENCOURT FARMS	WALNUT GROVE	95690	I						
4421 ULYSSES DR	SSW DISTRICT ULYSSES/MERCURY WEL	SACRAMENTO	95864	A						
8300 UMBRIA AVE	TOTAL SERVICE LOGISTIC INC	SACRAMENTO	95828	I						
8341 UMBRIA AVE	PHANTOM FIREWORKS	SACRAMENTO	95828	A						
8351 UMBRIA AVE BLDG 5-1	SACRAMENTO HABITAT FOR HUMANITY	SACRAMENTO	95828	I	I					
9062 UNION PARK WAY	UNITED RENTALS NW, INC #655	ELK GROVE	95624	A	A					
9090 UNION PARK WAY STE 106	THE PLUMBING THERAPIST	ELK GROVE	95624		I					
9090 UNION PARK WAY STE 107	CALIFORNIA RESTORATION INC	ELK GROVE	95624	I	I					
9090 UNION PARK WAY STE 108	HUFT HEATING & AIR CONDITIONING, INC	ELK GROVE	95624	I						
9110 UNION PARK WAY STE 101	ADVANCED MOBILE AUTO SERVICE	ELK GROVE	95624	I	I					
9149 UNION PARK WAY STE 100	TRAFFIC SIGN SPECIALTIES	ELK GROVE	95624		I					
9157 UNION PARK WAY	DAN'S AUTO REPAIR OF ELK GROVE	ELK GROVE	95624	A	A					
9175 UNION PARK WAY	NOR-CAL MOTORSPORTS, INC	ELK GROVE	95624	A	A					
9090 UNION PKWY STE 102	QUALITY STEEL FABRICATORS	ELK GROVE	95624	I						
300 UNIVERSITY AVE 103	UNIVERSITY DIALYSIS CENTER	SACRAMENTO	95825	I						
500 UNIVERSITY AVE	FPA MEDICAL GROUP	SACRAMENTO	95825		I					
500 UNIVERSITY AVE	UNIVERSAL CARE DENTAL GROUP	SACRAMENTO	95825		I					
8530 UNSWORTH AVE	BUILDERS FENCE CO, INC	SACRAMENTO	95828	A						
8545 UNSWORTH AVE	HA ENTERPRISES	SACRAMENTO	95828	I	I					
8548 UNSWORTH AVE	BUILDERS FENCE CO INC	SACRAMENTO	95828	I						
8560 UNSWORTH AVE	LUCKY'S AUTO WRECKING	SACRAMENTO	95828	I	I					
8590 UNSWORTH AVE	VICTORY AUTO DISMANTLER	SACRAMENTO	95828	A	A					
7807 UPLANDS WAY	HCR-MANOR CARE LLC-LHCF	CITRUS HEIGHTS	95610	A						
4805 URBANI AVE BLDG 783-0	ELECTRICAL MAINTENANCE CONSULTAN	MCCLELLAN	95838	I	I					
4841 URBANI AVE	SAC CONTAINER CORP	MCCLELLAN	95652	A	A					
1300 U ST	DEPT OF FORESTRY & FIRE PROTECTIOI	SACRAMENTO	95818	A						
1428 U ST	DANIEL T MIYASKI DDS	SACRAMENTO	95818		I					
3008 U ST	SURE WEST BROADBAND (HUB #4)	SACRAMENTO	95817	A						
8311 VALDEZ AVE STE 100	EVERGREEN ENVIRONMENTAL SVCE	SACRAMENTO	95828	A						
8311 VALDEZ AVE 800	GORILLA RECOVERY SYSTEMS INC	SACRAMENTO	95828	I						
8351 VALDEZ AVE	TOTAL SERVICE LOGISTICS INC	SACRAMENTO	95828	A						
11583 VALENSIN RD	THE FISHERY	GALT	95632	A						
11585 VALENSIN RD	THE FISHERY	GALT	95632	I						
1 VALINE CT	VCA GREENHAVEN ANIMAL HOSPITAL	SACRAMENTO	95831		I					
62 VALINE CT	T-MOBILE WEST CORP (SC06038A)	SACRAMENTO	95831	I						
6161 VALLEY HI DR	T-MOBILE WEST CORP (SC15388A)	SACRAMENTO	95823	I						
6624 VALLEY HI DR	DARRYL RAGLAND	SACRAMENTO	95823		I					
5904 VAN ALSTINE AVE	CAL SIERRA CONSTRUCTION	CARMICHAEL	95608	I		I				3
6248 VAN MAREN LN	CA AMERICAN WATER-VAN MAREN WELI	CITRUS HEIGHTS	95621	A					I	
6680 VAN MAREN LN	MSA: VAN MAREN SEWAGE PUMP STN (†	CITRUS HEIGHTS	95621	A						
6720 VAN MAREN LN	T-MOBILE WEST CORP (SC06020A)	CITRUS HEIGHTS	95621	I						

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7879 VAN VLECK RD	MURIETA SOIL TECHNOLOGIES	SLOUGHHOUSE	95683	I						
7889 VAN VLECK RD	VAN VLECK RANCHING & RESOURCES IN	RANCHO MURIETA	95683	I						
2301 VEHICLE DR STE C	STOLL'S GERMAN AUTO	RANCHO CORDOVA	95670	I	A					
2301 VEHICLE DR D	LEO' S AUTO CENTER	RANCHO CORDOVA	95670		I					
2301 VEHICLE DR STE E	ACTION AUTO PAINTING	RANCHO CORDOVA	95670	I	A					
2301 VEHICLE DR STE G	CORDOVA AUTO REPAIR	RANCHO CORDOVA	95670	A	A					
2301 VEHICLE DR STE I-1	VLADIMIR'S AUTO REPAIR	RANCHO CORDOVA	95670	A	A					
2301 VEHICLE DR STE J	THE NEIGHBORHOOD GARAGE	RANCHO CORDOVA	95670	A	A					
2351 VEHICLE DR	7 STOP FOOD MART #2	RANCHO CORDOVA	95670	A						
2450 VENTURE OAKS WAY	AT&T MOBILITY - GARDEN HWY (9791)	SACRAMENTO	95833	A						
2590 VENTURE OAKS WAY	THE SPINK CORPORATION	SACRAMENTO	95833	I						
967 VENTURE CT	AT & T MOBILITY - ETHAN (14617)	SACRAMENTO	95825	A						
6540 VERNACE WAY	FRUITRIDGE VISTA WATER CO	SACRAMENTO	95823	I						
8347 VILLAVIEW DR	CALIFORNIA-AMERICAN WATER CO	CITRUS HEIGHTS	95621	I					I	
1315 VINCI AVE STE A	WEST COAST PNEUMATICS, INC	SACRAMENTO	95838	A	A					
1315 VINCI AVE STE B	MERIDIAN UTILITY EQUIPMENT SALES	SACRAMENTO	95838	I						
1350 VINCI AVE STE 1	DAN DUKES TRUCKING, INC	SACRAMENTO	95838	A	A					
1350 VINCI AVE 3	WEST COAST PNEUMATICS INC	SACRAMENTO	95838	I	I					
1350 VINCI AVE 3	DW PUMPS	SACRAMENTO	95838	I	I					
1350 VINCI AVE STE 3	OWEN EQUIPMENT SALES	SACRAMENTO	95838	A	A					
1400 VINCI AVE	PARC SPECIALTY CONTRACTORS	SACRAMENTO	95838	I						
1470 VINCI AVE	WHOLESALE TRAILER SUPPLY	SACRAMENTO	95838	A	A					
1550 VINCI AVE STE 100	HALM METAL FAB	SACRAMENTO	95838	A					I	
1550 VINCI AVE STE 200	BOYCE PRO-STREET	SACRAMENTO	95838	A	I					
1550 VINCI AVE	GROWERS RESOURCE INC	SACRAMENTO	95838	I						
1059 VINE ST STE 101	XPEDX #0826	SACRAMENTO	95811	I						
1059 VINE ST 108	LENNOX INDUSTRIES INC	SACRAMENTO	95811	I						
1099 VINE ST STE 204	AXIOM AUTOMOTIVE TECHNOLOGIES	SACRAMENTO	95811	I	I					
1199 VINE ST	MARTIN SPROCKET & GEAR, INC	SACRAMENTO	95814	A	A					
1275 VINE ST	LOVOTTI BROS DIST CO INC	SACRAMENTO	95811	I	I	I				2
7713 VINEYARD RD	WILDHAWK GOLF COURSE	SACRAMENTO	95829	A	A					
8716 VINTAGE PARK DR	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95828	A					I	
8876 VINTAGE PARK DR, #103	S A DESAULNIERS DC	SACRAMENTO	95828		I					
8876 VINTAGE PARK DR 105	LAURIE LA DOW DDS	SACRAMENTO	95828		I					
8876 VINTAGE PARK DR STE 107	KING'S CLEANERS	SACRAMENTO	95828	A	A					
8876 VINTAGE PARK DR	CIRCLE K #2708768	SACRAMENTO	95828	I						
4005 VISTA PARK CT	WEST COAST CONSTRUCTION	SACRAMENTO	95834		I					
4040 VISTA PARK CT STE 30	ACOUSTICAL MATERIAL SERVICES	SACRAMENTO	95834	I						
7626 VISTA VERDE WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95828	I						
1301 V ST	CAL EPA AIR RESOURCES BOARD	SACRAMENTO	95818	A						
1322 V ST	BROWNIE'S DIGITAL IMAGING	SACRAMENTO	95818	I	I				I	
1900 V ST	PARTS WAREHOUSE INC	SACRAMENTO	95818	I						
1900 V ST	NAPA AUTO PARTS	SACRAMENTO	95818	I						

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2009 V ST	CORONET COLOR LAB	SACRAMENTO	95818	I	I			I		
2716 V ST	BROWN CHIROPRACTIC CENTER	SACRAMENTO	95818		I					
4400 V ST	PATHOLOGICAL SUPPORT BLDG	SACRAMENTO	95817			I			1	
WADENA/GLADMAR/MELFORT WAY	MSA: WADENA WELL SITE (W48)	ELK GROVE	95758						I	
6955 WALERGA RD	7-ELEVEN STORE #35351	SACRAMENTO	95842	A	A	A			4	
7117 WALERGA RD STE 4	NEW HANS CLEANER	SACRAMENTO	95842	A	A					
7117 WALERGA RD, #6	ANTELOPE FAMILY DENTAL CARE	SACRAMENTO	95842		I					
7880 WALERGA RD	LES SCHWAB TIRES #643	ANTELOPE	95843	A	A					
7897 WALERGA RD, #119	GREATER SAC DENTAL GRP INC	SACRAMENTO	95843		I					
7897 WALERGA RD STE 121	CUSTOM CLEANERS	ANTELOPE	95843	A	A					
7901 WALERGA RD	BEL AIR SUPERMARKET #519	SACRAMENTO	95843	I						
7905 WALERGA RD	RITE AID #6986	SACRAMENTO	95843		I			I		
7966 WALERGA RD	ANTELOPE CHEVRON	ANTELOPE	95843	A	A	A			3	
7969 WALERGA RD	ARCO AM/PM #06513	SACRAMENTO	95843	A	A	A			3	
805 WALES DR 1	JAMISON CHIROPRACTIC	FOLSOM	95630		I					
805 WALES DR, #3	GEORGE D CHEN JR DDS	FOLSOM	95630		I					
817 WALES DR 3	ONE HOUR MOTO PHOTO	FOLSOM	95630		I			I		
820 WALES DR, #1	J PATRICK DUNBAR DDS	FOLSOM	95630		I					
WALKER LANDING RD/HWY 160	P G & E - PUCCI MASTER METER ODORA	RIO VISTA	94571	A						
14423 WALNUT GROVE THORNTON RD	WALNUT GROVE HARDWARE	WALNUT GROVE	95690	I						
14442 WALNUT GROVE THORNTON RD	CROP PRODUCTION SERVICES	WALNUT GROVE	95690	A	A				A	
14470 WALNUT GROVE THORNTON RD	MID-CAL TRACTOR	WALNUT GROVE	95690	A	I					
14410 WALNUT GROVE THORTON RD	T-MOBILE WEST CORP (SC06860A)	WALNUT GROVE	95690	I						
1050 WALNUT AVE	FIRE STATION 46	GALT	95632	A						
1717 WALNUT AVE	ARDEN FAIR CLEANERS	CARMICHAEL	95608	A	A					
2415 WALNUT AVE	LESLIE'S POOLMART	CARMICHAEL	95608	I						
2513 WALNUT AVE	REAGOR PET HOSPITAL	CARMICHAEL	95608		I					
2847 WALNUT AVE	A & T AUTOMOTIVE	CARMICHAEL	95608	A	A					
3529 WALNUT AVE	WHITNEY OAKS CARE CENTER	CARMICHAEL	95608	A	I					
3738 WALNUT AVE	SAN JUAN USD [HM]	CARMICHAEL	95608			I			2	
3939 WALNUT AVE	ESKATON VILLAGE CARMICHAEL- LHCF	CARMICHAEL	95608	A						
5237 WALNUT AVE	H & D ELECTRIC	SACRAMENTO	95841	I	I					
5257 WALNUT AVE	HOMEBASE #0010	SACRAMENTO	95841	I	I					
5306 WALNUT AVE	H & D ELECTRIC	SACRAMENTO	95841	I	I					
5314 WALNUT AVE STE C	J & J AUTO SERVICE	SACRAMENTO	95841	I	I					
5315 WALNUT AVE	ECONO LUBE & TUNE	SACRAMENTO	95841			I			1	
5326 WALNUT AVE	CLARKE & RUSH MECHANICAL INC	SACRAMENTO	95841	I						
5331 WALNUT AVE	SSW DISTRICT WALNUT CORP YARD	SACRAMENTO	95841	A	A	I			2	
5331 WALNUT AVE	NORTHBRIDGE WD WALNUT #10	SACRAMENTO	95841	I					I	
5655 WALNUT AVE	ROLLINGWOOD CHIROPRACTIC CTR	ORANGEVALE	95662		I					
6228 WALNUT AVE	AGAPE MOTORS	ORANGEVALE	95662	A	A					
6232 WALNUT AVE	T-MOBILE WEST CORP (SC06093A)	ORANGEVALE	95662	I						
10326 WALNUT AVE	BAY MEADOW FARMS	GALT	95632	I	I					

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7517 WALNUT DR	A & A STEPPING STONE MFG, INC	CITRUS HEIGHTS	95621	A	I					
1341 WAREHOUSE ST	SASD WAREHOUSE ST PUMP STATION (S	WALNUT GROVE	95690	A						
4900 WAREHOUSE WAY STE 10	COUNTER COAT USA	SACRAMENTO	95826	I	I					
4900 WAREHOUSE WAY STE 45	DAN'S CUSTOM CABINETS	SACRAMENTO	95826		I					
4900 WAREHOUSE WAY STE 60	THE COMMUNITY COLLEGE FOUNDATIOI	SACRAMENTO	95826		A					
5000 WAREHOUSE WAY	LIQUI-BOX CORPORATION	SACRAMENTO	95826	A	A					
5401 WAREHOUSE WAY 101	B M LYNN PAINTING	SACRAMENTO	95826	I						
5401 WAREHOUSE WAY STE 107	UNIQUE MOTORSPORTS	SACRAMENTO	95826		I					
5401 WAREHOUSE WAY 112	ALPINE AUTOMOTIVE SERVICE	SACRAMENTO	95826		I					
5440 WAREHOUSE WAY	CALIFORNIA GRILLS	SACRAMENTO	95826	I						
5451 WAREHOUSE WAY 103	NEW HORIZON	SACRAMENTO	95826	I						
5451 WAREHOUSE WAY STE 105	STRINGFELLOW FAMILY PAINTING	SACRAMENTO	95826	A	I					
5600 WAREHOUSE WAY	JEFF WHITE EQUIPMENT REPAIR MOBIL	SACRAMENTO	95826	I	I					
5600 WAREHOUSE WAY	M & S RACING	SACRAMENTO	95826	I	A					
5601 WAREHOUSE WAY	CONTINENTAL HARDWOOD COMPANY	SACRAMENTO	95826	I						
5640 WAREHOUSE WAY	PACIFIC COAST SPROUT FARMS INC	SACRAMENTO	95826	I						
5800 WAREHOUSE WAY	WINDUSTRIAL	SACRAMENTO	95826	I						
5801 WAREHOUSE WAY STE C	CONTINENTAL HARDWOOD COMPANY	SACRAMENTO	95826	I						
5801 WAREHOUSE WAY D	STRIGHT-LINE	SACRAMENTO	95826	I						
5900 WAREHOUSE WAY	DRYWALL WORKS, INC	SACRAMENTO	95826	A	A					
5900 WAREHOUSE WAY	FOAM WORKS, LLC	SACRAMENTO	95826	A	I					
5900 WAREHOUSE WAY	STUCCO WORKS, INC	SACRAMENTO	95826	A	I					
5900 WAREHOUSE WAY	AUTO WORKS SERVICE	SACRAMENTO	95826	I	I					
6050 WAREHOUSE WAY	WEST WOOD SPECIALTIES INC	SACRAMENTO	95826	I	I					
6100 WAREHOUSE WAY	HEIECK SUPPLY	SACRAMENTO	95826	A						
6101 WAREHOUSE WAY	TORO BODY SHOP	SACRAMENTO	95826		I					
6111 WAREHOUSE WAY	PIONEER FLEET SERVICE INC	SACRAMENTO	95826	I	I					
6121 WAREHOUSE WAY	PIONEER FLEET SERVICE INC	SACRAMENTO	95826	A	A					
6152 WAREHOUSE WAY	ARAMARK REFRESHMENTS	SACRAMENTO	95826	A						
6199 WAREHOUSE WAY	CENTRAL VALLEY SCREEN & SUPPLY	SACRAMENTO	95826	A						
6200 WAREHOUSE WAY	SHIFT MANAGEMENT, INC	SACRAMENTO	95826	A	A					
6201 WAREHOUSE WAY	WEST COAST RESTORATION CONTRACT	SACRAMENTO	95826	A	A					
6202 WAREHOUSE WAY	AMERICAN STRIPPING OF SACRAMENTC	SACRAMENTO	95826	A	A					
6290 WAREHOUSE WAY	KEARNEY'S PAINTING INC	SACRAMENTO	95826	I	I					
6291 WAREHOUSE WAY	NETWORK OFFICE SYSTEMS	SACRAMENTO	95826	I						
11810 WASHINGTON AVE	FRONTIER CITIZENS TELECOM CO OF C/	COURTLAND	95615	A		A				1
10260 WATERMAN DR	VERIZON WIRELESS E ELK GROVE	ELK GROVE	95624	A						
8246 WATERMAN RD	MSA: WATERMAN ROAD WATER TREATM	SACRAMENTO	95829	A					I	
9157 WATERMAN RD	VERIZON WIRELESS- ELK GROVE SHERII	ELK GROVE	95624	A						
9810 WATERMAN RD	RADIAL TIRE OF ELK GROVE	ELK GROVE	95624	A	A					
9822 WATERMAN RD	THE TRUCK SHOPPE	ELK GROVE	95624	I	I					
9826 WATERMAN RD	D & J TOWING INC	ELK GROVE	95624		I					
9882 WATERMAN RD STE 120	PERFECTION AUTO PARTS AND REPAIR	ELK GROVE	95624	I	I					

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				BP	WG	UST	AST	TIER	CalARP	
9882 WATERMAN RD STE 140	AUTO START	ELK GROVE	95624	I	I					
9960 WATERMAN RD	MSA: EAST ELK GROVE WTP (WT05)	ELK GROVE	95624	A						
10090 WATERMAN RD	PARAMOUNT PETROLEUM CORPORATIO	ELK GROVE	95624	A	A					
10144 WATERMAN RD	RIVER CITY WASTE RECYCLERS	ELK GROVE	95624	A	A	I				0
10200 WATERMAN RD STE B	VINEYARD AUTOMOTIVE	ELK GROVE	95624	A	A					
10200 WATERMAN RD, #K	COMPLETE AUTO REPAIR	ELK GROVE	95624		I					
10250 WATERMAN RD	ELK GROVE AUTO DISMANTLERS	ELK GROVE	95624	I	I					
10260 WATERMAN RD	KNIFE RIVER	ELK GROVE	95642	A	A	I				0
10268 WATERMAN RD	INTERNATIONAL PAPER CO	ELK GROVE	95624-9403	A	A					
10286 WATERMAN RD	CEMEX CONSTRUCTION MATERIALS PAC	ELK GROVE	95624	A						
WATERTON WAY	MSA: MANLOVE STORM DRAIN PUMP (D1	SACRAMENTO	95826	A						
1 WATER ST	CITY OF SACTO WATER TREATMENT PL/	SACRAMENTO	95811	A	A				A	
7512 WATSON WAY	LINMOORE FENCING & IRON WORKS, INC	CITRUS HEIGHTS	95610	A						
WATT AVE S & JACKSON RD	ARDEN FORCE MAIN OXYGEN STRUCTUI	SACRAMENTO	95826	A					I	
WATT AVE/MADISON AVE	MSA: WATT AVE UNDERPASS STORM DR	NORTH HIGHLANDS	95660	I	I				I	
1721 WATT AVE	NEW OASIS CAR WASH & LUBE	SACRAMENTO	95825	A	A					
1730 WATT AVE	RITE AID #6079	SACRAMENTO	95825	I	A			I		
1730 WATT AVE	SSW DISTRICT WATT/ARDEN WELL 20A	SACRAMENTO	95864	A						
1735 WATT AVE	DUPLICATE - SEE FA0017658	SACRAMENTO	95825	I	I					
1738 WATT AVE	PETSMART	SACRAMENTO	95825	I						
1745 WATT AVE	GOODYEAR AUTO SERVICE CTR #9222	SACRAMENTO	95825	I	I					
1855 WATT AVE	ARCO AM/PM #02166	SACRAMENTO	95825	A	A	A				4
1901 WATT AVE, #2	BRENT J VARSHAWSKY DMD	SACRAMENTO	95825		I					
1901 WATT AVE, #3	MICHAEL J PETRUCCI DDS	SACRAMENTO	95825		I					
1901 WATT AVE 5	MAHIN HARRIS DDS	SACRAMENTO	95825		I					
1901 WATT AVE, #6	KENNETH MILLER DDS	SACRAMENTO	95825		I					
2220 WATT AVE B15	NEW GENERATION PORTRAITS	SACRAMENTO	95864		I					
2233 WATT AVE	AT&T MOBILITY-DEL PASO (9709)	SACRAMENTO	95825	A						
2346 WATT AVE	RITZ CAMERAS	SACRAMENTO	95825		I			I		
2416 WATT AVE	BED BATH & BEYOND #569	SACRAMENTO	95825	I	A					
2610 WATT AVE	QUICKY'S 1 HR PHOTO PROCESSING	SACRAMENTO	95821		I			I		
2612 WATT AVE	COUNTRY CLUB CLEANERS	SACRAMENTO	95821	I	I					
2700 WATT AVE	PACIFIC BELL TELEPHONE CO - AT&T CA	SACRAMENTO	95821	A	I	I				1
2835 WATT AVE	DE ANZA AUTO SERVICE	SACRAMENTO	95821	A	A					
2849 WATT AVE	SAC INVESTMENT	SACRAMENTO	95821	A	A	A				4
2900 WATT AVE	WATT CIRCLE SEVEN	SACRAMENTO	95821	A	A	A				3
3046 WATT AVE	DR TEETH	SACRAMENTO	95821		I					
3311 WATT AVE	BOBBY G BOOZER DDS	SACRAMENTO	95821		I					
3311 WATT AVE	GLEN A TUELLER DDS INC	SACRAMENTO	95821		I					
3321 WATT AVE 109	WATT AVE PET HOSPITAL	SACRAMENTO	95821		I					
3350 WATT AVE STE E	INTERNATIONAL PRINTING CORP	SACRAMENTO	95821		I					
3350 WATT AVE	VERIZON WIRELESS - TOWN & COUNTRY	SACRAMENTO	95821	A						
3431 WATT AVE	RALEY'S SUPERMARKET #415	SACRAMENTO	95821	I						

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				BP	WG	UST	AST	TIER	CalARP	
3455 WATT AVE	AUTO ZONE #5603	SACRAMENTO	95821	A	A					
3500 WATT AVE	POWERON '76'	SACRAMENTO	95821	A	A	A				3
3838 WATT AVE, #A100	LAWRENCE D HANSEN DDS	SACRAMENTO	95821		I					
3921 WATT AVE	ARCO AM/PM #04398	SACRAMENTO	95821	A	A	A				4
4300 WATT AVE	WATT AVE CHEVRON	SACRAMENTO	95821	A	A	A				2
4328 WATT AVE	WEST SACRAMENTO, LLC	NORTH HIGHLANDS	95660	A						
4626 WATT AVE	PREDATOR PAINTBALL RELOADED	NORTH HIGHLANDS	95660	A						
4631 WATT AVE	BHULLAR'S INC #255999	NORTH HIGHLANDS	95660	A	A	A				3
4637 WATT AVE	FIRESTONE COMPLETE AUTO CARE #35	NORTH HIGHLANDS	95660	A	A	I				1
4675 WATT AVE	WAL-MART STORES, INC	NORTH HIGHLANDS	95660	I						
4720 WATT AVE	1-DAY PAINT & BODY CENTER #125	NORTH HIGHLANDS	95660	I	I					
4741 WATT AVE STE B	PALADIN PRIVATE SECURITY	NORTH HIGHLANDS	95660	A	A					
4741 WATT AVE	RECYCLING INDUSTRIES, INC	NORTH HIGHLANDS	95660	A	A					
4745 WATT AVE	ARCO AM/PM #83233	NORTH HIGHLANDS	95660	A	A	A				3
4800 WATT AVE	JIFFY LUBE #2225	NORTH HIGHLANDS	95660	A	A	I				0
4900 WATT AVE	7-ELEVEN #2235-16081F	NORTH HIGHLANDS	95660							
4946 WATT AVE 19&25	SIERRA CYLINDER HEAD MACH SHOP	NORTH HIGHLANDS	95660	I	I					
4946 WATT AVE 20	ANGIE'S AUTO REPAIR E-35	NORTH HIGHLANDS	95660		A					
4946 WATT AVE STE 28	ONE STEP SERVICE SOLUTION	NORTH HIGHLANDS	95660	I	I					
4946 WATT AVE STE 31	NOR-CAL PEST CONTROL	NORTH HIGHLANDS	95660	A						
4946 WATT AVE STE 6	AES WHOLESALE ALTERNATORS & STAF	NORTH HIGHLANDS	95660		A					
4946 WATT AVE STE B-16	PAXTON ENGINEERING INC	NORTH HIGHLANDS	95660	I	I					
4986 WATT AVE STE B	DEWALT INDUSTRIAL TOOL CO	NORTH HIGHLANDS	95660		A					
4986 WATT AVE STE F	NORTH HIGHLANDS DIALYSIS CENTER	NORTH HIGHLANDS	95660	A						
5200 WATT AVE	MCCLELLAN AFB BLDG 7	SACRAMENTO	95660			I				1
5200 WATT AVE	MCCLELLAN AFB BLDG 200	SACRAMENTO	95660			I				1
5200 WATT AVE	MCCLELLAN AFB BLDG 262	SACRAMENTO	95660			I				1
5200 WATT AVE	MCCLELLAN AFB BLDG 376	SACRAMENTO	95660			I				4
5200 WATT AVE	MCCLELLAN AFB BLDG 445	SACRAMENTO	95660			I				1
5200 WATT AVE	MCCLELLAN AFB BLDG 367	SACRAMENTO	95660			I				2
5200 WATT AVE	MCCLELLAN AFB BLDG 600	SACRAMENTO	95660			I				1
5200 WATT AVE	MCCLELLAN AFB BLDG 900	SACRAMENTO	95660			I				4
5200 WATT AVE	MCCLELLAN AFB BLDG 5365	SACRAMENTO	95660			I				3
5645 WATT AVE	A+ SMOG & OIL CHANGE	NORTH HIGHLANDS	95660	I	I					
5647 WATT AVE	LES SCHWAB TIRE CENTER #660	NORTH HIGHLANDS	95660	I	I					
5701 WATT AVE	SERVO	NORTH HIGHLANDS	95660	A	A	A				3
5722 WATT AVE	CALIFORNIA BACK & NECK PAIN SPEC	NORTH HIGHLANDS	95660		I					
5825 WATT AVE STE B-1	CMP MOTORS	NORTH HIGHLANDS	95660	I	I					
5825 WATT AVE B3	AUTO REPAIR	NORTH HIGHLANDS	95660		I					
5825 WATT AVE STE B-3	CLIFF AUTOMOTIVE	NORTH HIGHLANDS	95660		I					
5825 WATT AVE B6	ETERNAL TRANSMISSION	NORTH HIGHLANDS	95660		I					
5849 WATT AVE	AMIGO AUTO REPAIR & SMOG	NORTH HIGHLANDS	95660	I	I					
5851 WATT AVE	BIG O TIRES #5211	NORTH HIGHLANDS	95660	A	A					

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5853 WATT AVE	PRO BUILT TRANSMISSIONS	NORTH HIGHLANDS	95660	A	A					
5855 WATT AVE	HOLCOMB'S AUTO CLINIC	NORTH HIGHLANDS	95660	A	A					
5911 WATT AVE	NORTH HIGHLANDS LAWN & GARDEN SF	NORTH HIGHLANDS	95660		I					
6001 WATT AVE	SAM'S AUTO REPAIR	NORTH HIGHLANDS	95660		I					
6007 WATT AVE	PAINT CITY	NORTH HIGHLANDS	95660	I	I					
6009 WATT AVE	SAM'S AUTO REPAIR	NORTH HIGHLANDS	95660		I					
6137 WATT AVE, #8	ELMIRA ABRAAMYAN DDS	NORTH HIGHLANDS	95660		I					
6137 WATT AVE, #9	KENNETH E MOORE DDS	NORTH HIGHLANDS	95660		I					
6150 WATT AVE	GRAND AUTO #32	NORTH HIGHLANDS	95660	I	I					
6150 WATT AVE	O'REILLY AUTO PARTS #3465	NORTH HIGHLANDS	95660	A	A					
6150 WATT AVE	WHEEL WORKS	NORTH HIGHLANDS	95660	I	I					
6229 WATT AVE	MEXICO AUTO REPAIR	NORTH HIGHLANDS	95660	A	A					
6253 WATT AVE	NORTH HIGHLANDS LAWN & GARDEN SF	NORTH HIGHLANDS	95660	I	I					
6303 WATT AVE	BEST AMERICAN TIRE & WHEEL	NORTH HIGHLANDS	95660		A					
6305 WATT AVE STE 102	JAPANESE MOTORS	NORTH HIGHLANDS	95660	A	A					
6305 WATT AVE STE 105	ARIA AUTO REPAIR & SERVICE	NORTH HIGHLANDS	95660	I	I					
6305 WATT AVE STE 107	ADVANCE AUTO REPAIR	NORTH HIGHLANDS	95660	I	I					
6309 WATT AVE 113 & 114	PREMIER AUTO & BOAT UPHOLSTERY	NORTH HIGHLANDS	95660	I	I					
6309 WATT AVE STE 110	HI TECH TRANSMISSION & REPAIR	NORTH HIGHLANDS	95660	I	I					
6309 WATT AVE STE 112	A4DABLE AUTO CARE	NORTH HIGHLANDS	95660	I	I					
6315 WATT AVE STE 112	EXPRESS PLUS SERVICE & REPAIR	NORTH HIGHLANDS	95660	A	A					
6315 WATT AVE 115	HILLSDALE AUTO REPAIR	NORTH HIGHLANDS	95660	I	I					
6315 WATT AVE STE 117	ADVANCE AUTO REPAIR	NORTH HIGHLANDS	95660	A	A					
6315 WATT AVE STE 118	EXPRESS PLUS SERVICE & REPAIR	NORTH HIGHLANDS	95660	I	I					
6315 WATT AVE STE 119	IMPORT AUTO PERFORMANCE	NORTH HIGHLANDS	95660	A	A					
6315 WATT AVE STE 123	FOREIGN AUTO CARE	NORTH HIGHLANDS	95660	I	I					
6315 WATT AVE STE 124	J & T AUTO REPAIR	NORTH HIGHLANDS	95660	A	A					
6323 WATT AVE	DIGOL'S GAS	NORTH HIGHLANDS	95660	A	A	A				3
6323 WATT AVE	FRED'S MUFFLERS	NORTH HIGHLANDS	95660	I						
6349 WATT AVE	SOUTHERN AUTO SUPPLY	NORTH HIGHLANDS	95660	I	I					
6421 WATT AVE	SMOG N TAG	NORTH HIGHLANDS	95660	A						
6424 WATT AVE	J LABINGER DC	NORTH HIGHLANDS	95660		I					
6428 WATT AVE	LANDIN CHIROPRACTIC	NORTH HIGHLANDS	95660		I					
6639 WATT AVE	RITE AID #6054	NORTH HIGHLANDS	95660	I	A					
6649 WATT AVE	SSW DISTRICT WELL 31A	NORTH HIGHLANDS	95660	A						
6705 WATT AVE STE B	ELKHORN CLEANERS	NORTH HIGHLANDS	95660	A	A					
6709 WATT AVE	JIFFY LUBE #384	NORTH HIGHLANDS	95660	A	A					
6737 WATT AVE	ROSS DRESS FOR LESS INC	NORTH HIGHLANDS	95660	I						
6801 WATT AVE	CHEVRON #93754	NORTH HIGHLANDS	95660	I	I	I				4
6819 WATT AVE	WALGREENS #10693	NORTH HIGHLANDS	95660	I	A					
6831 WATT AVE	NAPA AUTO PARTS	NORTH HIGHLANDS	95660	I	I					
6849 WATT AVE	NEXTEL CELL SITE CA 1917	NORTH HIGHLANDS	95660	A						
6849 WATT AVE	T-MOBILE WEST CORP (SC06126A)	NORTH HIGHLANDS	95660	I						

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6859 WATT AVE	AT&T MOBILITY-ELVERTA (9692)	NORTH HIGHLANDS	95660	A						
6990 WATT AVE	ECONO LUBE N TUNE	NORTH HIGHLANDS	95660	A	A	I				1
7001 WATT AVE	ALL STAR RENTS	NORTH HIGHLANDS	95660	A	A					
7115 WATT AVE STE 100	SUPPLY HARDWARE, INC	NORTH HIGHLANDS	95660	A	I					
7145 WATT AVE	EVANS NURSERY	NORTH HIGHLANDS	95660	I						
7145 WATT AVE	QUICK QUACK CARWASH	NORTH HIGHLANDS	95660	A						
7215 WATT AVE	MAACO COLLISION REPAIR & AUTO PAIN	NORTH HIGHLANDS	95660	A	A					
7411 WATT AVE A	ROY'S WELDING	NORTH HIGHLANDS	95660	I						
7460 WATT AVE	R & C AUTO SERVICE CENTER	NORTH HIGHLANDS	95660		I					
7471 WATT AVE, #107A	FAMILY DENTISTRY	NORTH HIGHLANDS	95660		I					
7471 WATT AVE STE 110	HIGHLAND CLEANERS	NORTH HIGHLANDS	95660		A					
7477 WATT AVE	FOOD SOURCE	NORTH HIGHLANDS	95660	I	I					
7505 WATT AVE	DOLLAR TREE STORE	ANTELOPE	95843	I						
7550 WATT AVE	TESORO/SHELL #68175	NORTH HIGHLANDS	95660	A	A	A				2
7751 WATT AVE	CALIFORNIA-AMERICAN WATER CO-WAT	ANTELOPE	95843	A					I	
7901 WATT AVE	WAL-MART STORE #1881	ANTELOPE	95843	A	A	I		I		0
7933 WATT AVE	O'REILLY AUTO PARTS #3558	ANTELOPE	95843	A	A					
7955 WATT AVE	AUBURN BLVD VETERINARY HOSPITAL	ANTELOPE	95843		I					
7955 WATT AVE	CHERRY CREEK VET'RY HOSPITAL	SACRAMENTO	95843		I					
7969 WATT AVE	SHELL FACILITY #135870	ANTELOPE	95843	A	A	A				2
8001 WATT AVE	CRLLC/76 #5421	ANTELOPE	95843	A	A	A				3
8031 WATT AVE	PRICE-LESS DRUG STORE	ELVERTA	95843	I						
8065 WATT AVE	FOOD MAXX #470	ANTELOPE	95843	I	A					
8135 WATT AVE	K-MART	SACRAMENTO	95843	I	I					
8408 WATT AVE	CENTER UNIFIED SCHOOL DISTRICT	ANTELOPE	95843	A	A	A				2
5320 S WATT AVE	LIBERTY BELL ALARM	SACRAMENTO	95826	I	I					
5360 S WATT AVE	PERFORMANCE METAL PRODUCTS	SACRAMENTO	95826	I						
5370 S WATT AVE STE 100	CAPITOL VALLEY COMMERCIAL INC	SACRAMENTO	95826	I	I					
5370 S WATT AVE STE 300	WEST COAST FLUID POWER	SACRAMENTO	95826	A	A					
5380 S WATT AVE STE 100	AIRGAS NCN	SACRAMENTO	95826-6400	A						
5550 S WATT AVE	WATT & FRUITRIDGE CHEVRON	SACRAMENTO	95826	A	A	A				3
5750 S WATT AVE	HUNT & SONS INC	SACRAMENTO	95829	A	A	A				4
5840 S WATT AVE STE D	VEE DUB MOTORWERKES	SACRAMENTO	95828	I	I					
5840 S WATT AVE STE E	WESTERN HYDROSTATICS, INC	SACRAMENTO	95829	A	A					
6090 S WATT AVE	LAWSON MECHANICAL CONTRACTORS	SACRAMENTO	95829	A	A	I				1
6300 S WATT AVE	HYDRA WAREHOUSING	SACRAMENTO	95829	I						
7149 S WATT AVE	JAVAN SHELL FOOD MART	SACRAMENTO	95829	A	A	A				3
1 WAYNE CT	AMERICAN BUILDING SUPPLY, INC	SACRAMENTO	95829	A	A					
3 WAYNE CT STE A	CARBONYTE SYSTEMS, INC	SACRAMENTO	95829	A						
3 WAYNE CT	DOPPELMAYR CTEC INC	SACRAMENTO	95829	I	I					
4 WAYNE CT STE 1	SACRAMENTO CHROME & PAINT	SACRAMENTO	95829	A	A					
4 WAYNE CT BLDG 3	THE GROWING COMPANY, INC	SACRAMENTO	95829	A	A					
4 WAYNE CT BLDG 6	TERRY EQUIPMENT INC	SACRAMENTO	95829	I						

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4 WAYNE CT STE 8	SPECTRUM COATINGS	SACRAMENTO	95829	I	A					
4 WAYNE CT BLDG 9	F D THOMAS, INC	SACRAMENTO	95829	I	I					
7 WAYNE CT	ADAMS POOL SPECIALTIES	SACRAMENTO	95829	A	I					
3915 WAYSIDE LN	A JAGUAR AUTOMOTIVE GARAGE	CARMICHAEL	95608	A	A					
3935 WAYSIDE LN	CHECK ENGINE AUTO & SMOG	CARMICHAEL	95608	I	I					
3936 WAYSIDE LN	T-MOBILE WEST CORP (SCO6192A)	CARMICHAEL	95608	I						
4016 WAYSIDE LN	SCHAUFFELE'S BODY & PAINT	CARMICHAEL	95608	A	A					
4018 WAYSIDE LN	L & L AUTOMOTIVE	CARMICHAEL	95608	I	I					
4034 WAYSIDE LN #E	IRISH IRON	CARMICHAEL	95608	I						
4034 WAYSIDE LN STE A	JOE'S SHOP INC	CARMICHAEL	95608	A	A					
4034 WAYSIDE LN C&D	A CUT ABOVE LANDSCAPE	CARMICHAEL	95608		I					
4034 WAYSIDE LN G	BIG 10 AUTO SERVICE	CARMICHAEL	95608		I					
4038 WAYSIDE LN	EVERY AUTO	CARMICHAEL	95608	I	I					
4046 WAYSIDE LN STE K	PERFORMANCE ENGINES	CARMICHAEL	95608		A					
4101 WAYSIDE LN STE A/B	TONY'S AUTOMOTIVE REPAIR	CARMICHAEL	95608	I	I					
4101 WAYSIDE LN	C & M FOREIGN AUTO REPAIR	CARMICHAEL	95608		I					
4102 WAYSIDE LN	PAT'S CANVAS	CARMICHAEL	95608	I						
6820 WEDDIGEN WAY REAR	SSW WELL 52-WEDDIGEN/GOTHBERG	NORTH HIGHLANDS	95660	I						
5900 WEDGEWOOD AVE	LEE F CRANE DDS	CARMICHAEL	95608		I					
3560 WESTERN AVE	GREAT AMERICAN STAGE	SACRAMENTO	95838	I	A					
3874 WESTERN AVE	SUMP 157	SACRAMENTO	95838	A						
3814 WESTPORTER DR	CALIFORNIA AMERICAN WATER CO	SACRAMENTO	95826	A					I	
3812 WEST WAY	SSW DISTRICT WEST BECERRA WELL 22	SACRAMENTO	95821	A						
8500 WEYAND AVE	MARTIN'S AUTO BODY & TOWING	SACRAMENTO	95828		A					
8503 WEYAND AVE	NMI INDUSTRIAL HOLDINGS, INC	SACRAMENTO	95828	A	A					
8526 WEYAND AVE	SIERRA POOL CHEMICAL CORP	SACRAMENTO	95828	I					I	
8546 WEYAND AVE	ALI'S TRUCK & TRAILER REPAIR	SACRAMENTO	95828	A	A					
8553 WEYAND AVE STE 100	RENN TRANSPORTATION, INC	SACRAMENTO	95828	A	A					
8555 WEYAND AVE	WEST COAST TRANSPORT INC	SACRAMENTO	95828	I	I					
8556 WEYAND AVE	WESTERN OIL & SPREADING	SACRAMENTO	95828	A	A					
8575 WEYAND AVE STE B	OSCAR'S AUTO CENTER	SACRAMENTO	95828	I	I					
8575 WEYAND AVE STE D	KING CITY AUTO BODY & FRAME	SACRAMENTO	95828		I					
8585 WEYAND AVE B	KALIMAN AUTO BODY	SACRAMENTO	95828		I					
8585 WEYAND AVE C	LOPEZ BODY SHOP	SACRAMENTO	95828	I	I					
8585 WEYAND AVE STE E	T & N AUTO BODY & REPAIR	SACRAMENTO	95828	A	A					
8585 WEYAND AVE STE F	AARON'S IRON DESIGN	SACRAMENTO	95828	I						
8585 WEYAND AVE STE H	AUTOCRAFT	SACRAMENTO	95828		I					
8595 WEYAND AVE STE A	ALFREDO AUTO BODY REPAIR & FRAME	SACRAMENTO	95828	I	I					
8595 WEYAND AVE STE B	CHANG AUTO REPAIR	SACRAMENTO	95828	A	A					
8595 WEYAND AVE C	PRO RADIATOR & AUTO REPAIR	SACRAMENTO	95828	I	I					
8595 WEYAND AVE STE C	AT AUTO REPAIR & TRANSPORT	SACRAMENTO	95828		I					
8595 WEYAND AVE STE D	RIZAL AUTO BODY REPAIR & PAINT	SACRAMENTO	95828		I					
8596 WEYAND AVE A	IMPORT AUTO REPAIR	SACRAMENTO	95828		I					

Master List of Facilities within Sacramento County with Potentially Hazardous Materials

SITE ADDRESS	FACILITY NAME	CITY	ZIP	HM CATEGORY A=Active, I=Inactive						TANKS (UST Only)
				BP	WG	UST	AST	TIER	CalARP	
8596 WEYAND AVE A	HKONG AUTO BODY	SACRAMENTO	95828		I					
8596 WEYAND AVE STE C	ANDREY'S AUTO BODY	SACRAMENTO	95828		I					
8596 WEYAND AVE D	MIKHAIL'S AUTO REPAIR	SACRAMENTO	95828	I	I					
8600 WEYAND AVE A	DAN'S AUTO REPAIR & PARTS	SACRAMENTO	95828		I					
8600 WEYAND AVE A	SACRAMENTO BEAMERS	SACRAMENTO	95828		I					
8600 WEYAND AVE B	LOCAL AUTO PARTS	SACRAMENTO	95828		I					
8601 WEYAND AVE STE 1	TP AUTO	SACRAMENTO	95828		A					
8601 WEYAND AVE STE 2	EUROPEAN DISCOUNT AUTO PARTS	SACRAMENTO	95828	I	A					
8601 WEYAND AVE 3	DUPLICATE - SEE FA0015129	SACRAMENTO	95828	I						
8601 WEYAND AVE STE 3	JB AUTO BODY & PAINT	SACRAMENTO	95828	I	I					
8609 WEYAND AVE	TREE TECH SERVICES	SACRAMENTO	95828	A	A					
8687 WEYAND AVE	CA ST AUTO ASSN INTER INS BUR	SACRAMENTO	95828	I	I					
8687 WEYAND AVE	COPART, INC	SACRAMENTO	95828	A	A	A				3
WHITE ROCK RD/SUNRISE BLVD	MSA: WHITE ROCK WELL SITE (W17)	RANCHO CORDOVA	95670	A					I	
10540 WHITE ROCK RD	TWIN TREES LAND CO	RANCHO CORDOVA	95670	A						
10600 WHITE ROCK RD	MLO/BOD	RANCHO CORDOVA	95670	A						
10631 WHITE ROCK RD	S & G DISCOUNT OUTLET INC	RANCHO CORDOVA	95670	I						
10850 WHITE ROCK RD	BANK OF AMERICA CAPITAL CTR II	RANCHO CORDOVA	95670	A						
10877 WHITE ROCK RD	MSCP CAPITAL CENTER INVESTORS, LLC	RANCHO CORDOVA	95670	A						
10888 WHITE ROCK RD	HP ENTERPRISE SERVICES, LLC	RANCHO CORDOVA	95670	A						
10951 WHITE ROCK RD	AEROJET	RANCHO CORDOVA	95670	A						
11000 WHITE ROCK RD	WELLS FARGO	RANCHO CORDOVA	95670	A						
11010 WHITE ROCK RD	KARLIN CAPITAL CENTER	RANCHO CORDOVA	95670	A						
11020 WHITE ROCK RD STE 200	MCKESSON CALL CENTER	RANCHO CORDOVA	95670	I						
11020 WHITE ROCK RD	MCKESSON GENERAL MEDICAL CORP	RANCHO CORDOVA	95670	I						
11050 WHITE ROCK RD STE 100	PMI MORTGAGE INSURANCE CO	RANCHO CORDOVA	95670	A	I					
11080 WHITE ROCK RD STE 200	MCI	RANCHO CORDOVA	95670	A						
11255 WHITE ROCK RD	COMTEC AUTOMOTIVE	RANCHO CORDOVA	95742	I	I					
11260 WHITE ROCK RD	COSTCO WHOLESALE #438 [HM]	RANCHO CORDOVA	95742	A	A	A		I		3
11273 WHITE ROCK RD	LEE'S AUTOMOTIVE REPAIR, INC	RANCHO CORDOVA	95742	A	A					
11285 WHITE ROCK RD	BLUE LAKE HOUSING AUTHORITY	RANCHO CORDOVA	95742	I	I					
11297 WHITE ROCK RD STE A	ARROW TILE CO INC	RANCHO CORDOVA	95742	I	I					
11311 WHITE ROCK RD	PENNY SAVER - HARTE HANKS	RANCHO CORDOVA	95742	A	A			I		
11340 WHITE ROCK RD STE A	CORRECT CRAFT INC	RANCHO CORDOVA	95742	I	I					
11340 WHITE ROCK RD STE A	DUPLICATE - SEE FA0016805	RANCHO CORDOVA	95742	I	I			I		
11341 WHITE ROCK RD	HUNT & SONS, INC	RANCHO CORDOVA	95742	A	A	A				4
11355 WHITE ROCK RD	BALBACH TRANSPORT	RANCHO CORDOVA	95742	A	A					
11380 WHITE ROCK RD	MOTION CONTROL ENGINEERING, INC	RANCHO CORDOVA	95742	A	I					
11401 WHITE ROCK RD	VALLEY MOTORWERKS	RANCHO CORDOVA	95742	A	A					
11411 WHITE ROCK RD	GOLD RIVER METAL FINISHING	RANCHO CORDOVA	95742	I	I			I		
11413 WHITE ROCK RD	OK MACHINE & MFG CO	RANCHO CORDOVA	95742	A	A					
11415 WHITE ROCK RD	OLYMPIC STONE	RANCHO CORDOVA	95742	I	I					
11415 WHITE ROCK RD	SPRINT NEXTEL RANCHO CORDOVA	RANCHO CORDOVA	95742	I						

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				BP	WG	UST	AST	TIER	CalARP	
11421 WHITE ROCK RD	HAUL AWAY STORAGE CONTAINERS	RANCHO CORDOVA	95742	A						
11430 WHITE ROCK RD	WOODMACK PRODUCTS, INC	RANCHO CORDOVA	95742	A	A					
11855 WHITE ROCK RD	PSC ENVIRONMENTAL SRVS OF RC, LLC	RANCHO CORDOVA	95742	A						
11875 WHITE ROCK RD	BFI	RANCHO CORDOVA	95742	I	I					
11876 WHITE ROCK RD	IRCTS PBA GROUNDWATER EXTRACTIOI	RANCHO CORDOVA	95742	A						
12584 WHITE ROCK RD	GR TRUCKING LLC	RANCHO CORDOVA	95742	A	A					
13300 WHITE ROCK RD	PRAIRIE CITY STATE VEHICULAR RECRE	RANCHO CORDOVA	95742	A	I					
13333 WHITE ROCK RD	TEICHERT AGGREGATES	RANCHO CORDOVA	95742	I	I					
14751 WHITE ROCK RD	VERIZON WIRELESS - ELDORADO	FOLSOM	95630	I						
14751 WHITE ROCK RD	AT&T MOBILITY - US 50 (9994)	FOLSOM	95742	A						
14751 WHITE ROCK RD	NEXTEL CELL SITE CA0578	FOLSOM	95630	A						
14751 WHITE ROCK RD	US 50 - AMERICAN TOWER CORP	FOLSOM	95630	I						
15125 WHITE ROCK RD	AMERICAN TOWER CORP SITE 8105 8106	FOLSOM	95630	A						
3745 WHITEHEAD ST	MATHER AIRPORT - EMERGENCY GENERA	MATHER	95655	A						
6200 WHITELOCK PKWY	FRONTIER CITIZENS TELECOM CO OF CA	ELK GROVE	95624	A						
2613 WHITEWATER WAY	CALIFORNIA-AMERICAN WATER CO	SACRAMENTO	95826	I					I	
4526 WHITNEY AVE	SSW DISTRICT WHITNEY CONCETTA WE	SACRAMENTO	95821	A						
4645 WHITNEY AVE	CLAY'S AUTOMOTIVE SERVICE, INC	SACRAMENTO	95821	I	A					
14001 WHYSE LN	SACRAMENTO TOWER JOINT VENTURE (	WALNUT GROVE	95690	A						
WHYSE LN	MSA: WALNUT GROVE WASTEWATER TR	WALNUT GROVE	95690	I						
7609 WILBUR WAY	DHM ENTERPRISES INC	SACRAMENTO	95828	I	I					
7609 WILBUR WAY	SPRINT NEXTEL CELL SITE CA0235	SACRAMENTO	95828	A						
7609 WILBUR WAY	T-MOBILE WEST CORP (SCO6248A)	SACRAMENTO	95828	I						
7610 WILBUR WAY	BERKELEY FARMS	SACRAMENTO	95828	I	I					
7611 WILBUR WAY	AMERICAN TOWER CORP SITE #300819	SACRAMENTO	95828	I						
7620 WILBUR WAY	AMERIPRIDE UNIFORM SERVICE	SACRAMENTO	95828	A	A			A		
7640 WILBUR WAY	VSS COUNTERTOPS/VSS INDUSTRIES	SACRAMENTO	95828	A						
7641 WILBUR WAY	SIMMEN LUMBER	SACRAMENTO	95828	I						
7701 WILBUR WAY	ALL WEST COACH LINES, INC	SACRAMENTO	95828	A	A	A				1
7705 WILBUR WAY STE B	VENEERSTONE	SACRAMENTO	95828	A						
7705 WILBUR WAY	QUIKRETE OF NORTHERN CA	SACRAMENTO	95828	A	A					
7728 WILBUR WAY	ERNEST PACKAGING SOLUTIONS	SACRAMENTO	95828	A						
10325 WILDHAWK DR	MSA: WILDHAWK GROUNDWATER TREA	SACRAMENTO	95829	A						
3830 WILDROSE WAY	CALIFORNIA AMERICAN WATER CO -	SACRAMENTO	95826	A					I	
5601 WILKINSON ST	FAST STOP FOOD STORE #6	SACRAMENTO	95820	I		I				0
5226 WILLOW PARK CT	CWD - WILLOW PARK WELL	CARMICHAEL	95608	A						
11750 WILSON RD	SASD S144 WILSON RD PUMP STN	COURTLAND	95615	A						
10800 WILTON RD	VERIZON WIRELESS - SHELDON	ELK GROVE	95624	A						
11050 WILTON RD STE B	WILTON GARAGE	WILTON	95693	A	A					
11060 WILTON RD	CONNER'S SAND & GRAVEL	WILTON	95693	A						
2933 WINCHESTER WAY	CALIFORNIA AMERICAN WATER CO -	RANCHO CORDOVA	95670	A					I	
5740 WINDING WAY	VALERO SD FOOD STORE	CARMICHAEL	95608	A	A	A				3
5746 WINDING WAY	JOB-RITE LUBE & TUNE	CARMICHAEL	95608	A	A					

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6701 WINDING WAY	CWD - DEWEY PUMP STATION	CARMICHAEL	95608	A						
6705 WINDING WAY	ALL SEASONS CLEANERS	FAIR OAKS	95628	A	A					
7336 WINDING WAY	KENNEY'S POOL SUPPLY	FAIR OAKS	95628	I						
5845 WINDMILL AVE	CARQUEST AUTO PARTS	CARMICHAEL	95608	I						
5805 WINDMILL WAY	CALIFORNIA INSTITUTE OF JEWELRY	CARMICHAEL	95608	A	A					
3390 WINONA WAY	HD SUPPLY REPAIR & REMODEL, LLC	NORTH HIGHLANDS	95660	A	A					
3900 WINTERS ST	SWANSONS CLEANERS	SACRAMENTO	95838	A						
3904 WINTERS ST A	KARL'S RV	SACRAMENTO	95838	I						
3904 WINTERS ST B	HITCH MASTER	SACRAMENTO	95838	I	I					
3904 WINTERS ST	CELL ENERGY, INC	SACRAMENTO	95838	A	I					
4011 WINTERS ST STE B	LEO AUTO REPAIR & SMOG	SACRAMENTO	95838	I	I					
4125 WINTERS ST	COLLEGE OAK TOWING	SACRAMENTO	95838	A	A					
4333 WINTERS ST	PRESTIGE CLEANERS	SACRAMENTO	95838	A	A					
4341 WINTERS ST	D & J PLUMBING INC	SACRAMENTO	95838	I						
2715 WISSEMAN DR	OKI PARK POOL	SACRAMENTO	95826	A					I	
2371 WITTKOP WAY	CA AMERICAN WATER WITTKOP WELL	SACRAMENTO	95825	A					I	
2737 WOODBERRY WAY	SEACLIFF DIAGNOSTICS MEDICAL	RANCHO CORDOVA	95670		I					
3858 WOODCREST LN	SSW DISTRICT BECERRA/WOODCREST V	SACRAMENTO	95841	A						
8809 WOODMAN WAY	CA AMERICAN WATER-WOODMAN WELL	SACRAMENTO	95826	A					I	
103 WOODMERE RD STE 110	JOHNSON CONTROLS	FOLSOM	95630	I	I					
104 WOODMERE RD	MERCURY CASUALTY CO, INC	FOLSOM	95630	A	I				I	
107 WOODMERE RD	L3 COMMUNICATIONS NARDA MICROWA	FOLSOM	95630	A	A					
115 WOODMERE RD	HARLEY-DAVIDSON OF FOLSOM	FOLSOM	95630	A	A					
2274 WOODSIDE LN	WOODSIDE PROPERTIES	SACRAMENTO	95825	I						
11800 WOODS RD	FRONTIER CITIZENS TELECOM CO OF C/	WILTON	95693	A						
1781 WOOLLEY WAY	DEL'S AUTOMOTIVE MACHINE SHOP INC	SACRAMENTO	95815	A	A					
1808 WOOLLEY WAY	LOVIK & SON'S AUTO REPAIR	SACRAMENTO	95815	A	A					
1809 WOOLLEY WAY STE E	PAULMAK COLLISION CENTRE	SACRAMENTO	95815		A					
1809 WOOLLEY WAY	MY MECHANIC	SACRAMENTO	95815	A	A					
1812 WOOLLEY WAY STE B	HMONG AUTO REPAIR	SACRAMENTO	95815	I	I					
1812 WOOLLEY WAY	WORLD CAR CARE	SACRAMENTO	95815	I	I					
1814 WOOLLEY WAY	VEGA AUTO REPAIR	SACRAMENTO	95815	A	A					
1828 WOOLLEY WAY	PABLO'S AUTO REPAIR	SACRAMENTO	95815		A					
1827 W ST	CHASE TIRE & BRAKE	SACRAMENTO	95818	A	A					
2021 W ST	T-MOBILE WEST CORP (SC06940A)	SACRAMENTO	95818	I						
2305 WYDA WAY	CA AMERICAN WATER-WYDA WELL	SACRAMENTO	95825	A					I	
WYMARK BL/SOARING OAKS DR	MSA: SOARING OAKS WELL (W49)	ELK GROVE	95758	I					I	
6500 WYNDHAM DR	SACRAMENTO CITY FIRE STATION 7	SACRAMENTO	95823	A	A					
6562 WYNDHAM DR	SACRAMENTO CITY WELL #83	SACRAMENTO	95823	A					A	
500 X ST	LARRY'Z AUTOWORKS	SACRAMENTO	95818	A	A					
1228 X ST	JOHNNIE'S BODY SHOP	SACRAMENTO	95818	A	A					
1520 X ST	X STREET GARAGE	SACRAMENTO	95818	I	I					
1520 X ST	ANDERSON'S TRANSMISSION, INC	SACRAMENTO	95818	A	A					

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1520 X ST	AT & T MOBILITY - BROADWAY (39760)	SACRAMENTO	95818	I						
1714 X ST	CENTRAL VALLEY PRESS	SACRAMENTO	95818		I					
2122 X ST STE B	GARICK AIR CONDITIONING SERVICE	SACRAMENTO	95818	A						
2200 X ST	CALIFORNIA HIGHWAY PATROL	SACRAMENTO	95818	A						
2808 X ST STE D	NATIONAL AUTO CARE	SACRAMENTO	95817	A	A					
3020 X ST	CULVER ARMATURE AND MOTOR	SACRAMENTO	95817		I					
8521 YOUNGER CREEK DR	MERCHANTS CARPET & INTERIORS	SACRAMENTO	95828	I						
8540 YOUNGER CREEK DR STE 1	J. W. MCCLENAHAN CO	SACRAMENTO	95828	A	I					
8540 YOUNGER CREEK DR STE 2	PRO TECH FIRE PROTECTION	SACRAMENTO	95828	I						
8541 YOUNGER CREEK DR STE 400	ALEX DESIGN	SACRAMENTO	95828	I	I					
8550 YOUNGER CREEK DR	PRO-TECH INDUSTRIES INC	SACRAMENTO	95828	I						
8560 YOUNGER CREEK DR	JAMES LONG CONSTRUCTION SERVICES	SACRAMENTO	95828	I						
8561 YOUNGER CREEK DR STE 1	OUTDOOR EXPRESSIONS, INC	SACRAMENTO	95828	I	I					
8580 YOUNGER CREEK DR	TEX CHEM CO	SACRAMENTO	95828	A	A					
8581 YOUNGER CREEK DR STE 100	RON SUTTON'S WINNER'S CIRCLE, INC	SACRAMENTO	95828	A	A					
8581 YOUNGER CREEK DR STE 150	STAR RACING SUPPLY	SACRAMENTO	95828	I						
8581 YOUNGER CREEK DR	SIERRA SPRINGS WATER CO	SACRAMENTO	95828	I	I					
8631 YOUNGER CREEK DR B	REID PLASTICS INC	SACRAMENTO	95828	I	I					
8631 YOUNGER CREEK DR	DS WATERS OF AMERICA, INC	SACRAMENTO	95828	A	A					
8661 YOUNGER CREEK DR	CHRIS ALSTON'S CHASSISWORKS, INC	SACRAMENTO	95828	A	A					
8670 YOUNGER CREEK DR STE 100	MARELICH MECHANICAL CO, INC	SACRAMENTO	95828	I	I					
8670 YOUNGER CREEK DR STE 101	PERFORMANCE MECHANICAL, INC	SACRAMENTO	95828	I						
8670 YOUNGER CREEK DR STE 470	NESTLE WATERS OF NORTH AMERICA	SACRAMENTO	95828	A	A					
8671 YOUNGER CREEK DR	MLI MOTORSPORTS	SACRAMENTO	95828	I	I					
8681 YOUNGER CREEK DR	PRISON INDUSTRY AUTHORITY	SACRAMENTO	95828	A	A					
8711 YOUNGER CREEK DR	MONTGOMERY MARBLE COMPANY	SACRAMENTO	95828	I	I					
8740 YOUNGER CREEK DR	ROY MILLER FREIGHT LINES LLC	SACRAMENTO	95828	A						
8750 YOUNGER CREEK DR	PLUMBING/PIPEFITTING TRNG CNTR	SACRAMENTO	95828	A	I					
8761 YOUNGER CREEK DR	WASTE MANAGEMENT OF SACRAMENTC	SACRAMENTO	95828	A	A					
8560 YOUNGER CREEK RD	LEMONS HEATING & AIR	SACRAMENTO	95828	I						
8561 YOUNGER CREEK RD STE 6	SOUTHERN LINKS INC	SACRAMENTO	95828	I						
8581 YOUNGER CREEK RD STE 400	ALEX DESIGN INC	SACRAMENTO	95828	I	I					
4013 YUCCA WAY	NORTHRIDGE WD YUCCA #21	NORTH HIGHLANDS	95660	I					I	
7904 ZENITH DR	SUMMER HEALTH FAMILY DENTAL PRAC	CITRUS HEIGHTS	95621		I					
1940 ZINFANDEL DR STE C	BLACK DIAMOND	RANCHO CORDOVA	95670	I						
1940 ZINFANDEL DR STE F2/F3	CAMPOS AUTO REPAIR	RANCHO CORDOVA	95670		I					
1940 ZINFANDEL DR STE H	GOLD COUNTRY SERVICE CENTER	RANCHO CORDOVA	95670	A	A					
1959 ZINFANDEL DR	DONALD E CLARKE DDS INC	RANCHO CORDOVA	95670		I					
1975 ZINFANDEL DR	CALIFORNIA FAMILY FITNESS - SUNRISE	RANCHO CORDOVA	95670	A						
1995 ZINFANDEL DR 103	RADIOLOGICAL ASSOC OF SACTO	RANCHO CORDOVA	95670		I					
2001 ZINFANDEL DR A2	SCOTT P CHURCHILL DMD	RANCHO CORDOVA	95670		I					
2001 ZINFANDEL DR, #A5	JAMES SNYDER DDS	RANCHO CORDOVA	95670		I					
2001 ZINFANDEL DR A6	RICARDO A VALENTINE DDS	RANCHO CORDOVA	95670		I					

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2001 ZINFANDEL DR B1	SKYLINE DENTAL CARE	RANCHO CORDOVA	95670		I					
2001 ZINFANDEL DR, #B3	WAYNE M GROSSMAN DDS	RANCHO CORDOVA	95670		I					
2001 ZINFANDEL DR, #B5	CRAIG MESSENGER DDS	RANCHO CORDOVA	95670		I					
2376 ZINFANDEL DR	AEROJET GENERAL CORP - GET K	RANCHO CORDOVA	95670	I						
2801 ZINFANDEL DR	NAPA AUTO PARTS	RANCHO CORDOVA	95670	I	I					
2836 ZINFANDEL DR	LESLIE'S SWIMMING POOL SUPPLIES	RANCHO CORDOVA	95670	I						
2863 ZINFANDEL DR	ALPHAGRAPHICS	RANCHO CORDOVA	95670		I					
2868 ZINFANDEL DR	99 CENTS ONLY STORES	RANCHO CORDOVA	95670	I						
2868 ZINFANDEL DR	99 CENTS ONLY STORE	RANCHO CORDOVA	95670	I	A					
2896 ZINFANDEL DR	ZINFANDEL AM/PM	RANCHO CORDOVA	95670	A	A	A				3
3001 ZINFANDEL DR	BILL WOOD CHEVRON	RANCHO CORDOVA	95670	A	A	A				4
3050 ZINFANDEL DR	SHELL FACILITY #135794	RANCHO CORDOVA	95670	A	A	A				3
3100 ZINFANDEL DR	VERIZON WIRELESS - RANCHO CORDOV	RANCHO CORDOVA	95670	A						
3251 ZINFANDEL DR	LOWE'S OF RANCHO CORDOVA, CA #234	RANCHO CORDOVA	95670	A	A					
3300 ZINFANDEL DR	ED FUND CA STUDENT FUND COMMISSIK	RANCHO CORDOVA	95670	I						
3301 ZINFANDEL DR	CVS/PHARMACY #4950	RANCHO CORDOVA	95670	I	A					
4103 ZINFANDEL DR	MATHER GOLF COURSE	MATHER	95655	A	A					
<p>9,256 Total Facilities Count</p>										

Appendix D

Traffic Modeling Data

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
1	El Centro Rd	Hankview Rd	Radio Rd	Arterial - Moderate Access Control	2	8,100	A	4	8,900	A	4	9,400	A
2	El Centro Rd/W El Camino Rd	Radio Rd	Radio Rd	Arterial - Moderate Access Control	2	5,300	A	2	10,800	A	2	11,000	B
3	W Elkhorn Blvd	E Commerce Way	Natomas Blvd	Arterial - Moderate Access Control	2	13,300	C	6	21,600	A	6	21,400	A
4	Del Paso Rd	Power Line Rd	I-5	Arterial - Moderate Access Control	4	18,400	A	6	21,300	A	6	22,600	A
5	Del Paso Rd	I-5	Natomas Blvd	Arterial - High Access Control	6	37,200	B	6	37,500	B	6	37,200	B
6	Del Paso Rd	Natomas Blvd	Gateway Park Blvd	Arterial - High Access Control	6	17,300	A	6	31,700	A	6	31,100	A
7	San Juan Rd	El Centro Rd	Duckhorn Dr	Major Collector	2	4,900	A	2	6,900	A	2	6,900	A
8	Del Paso Rd	Gateway Park Blvd	Northgate Blvd	Arterial - Moderate Access Control	4	17,800	A	6	33,900	A	6	33,000	A
9	Northgate Blvd	Main Ave	North Market Blvd	Arterial - Moderate Access Control	4	19,000	A	4	27,400	C	4	26,100	C
10	Northgate Blvd	North Market Blvd	I-80	Arterial - High Access Control	6	34,900	A	6	47,100	C	6	45,400	C
11	Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	Arterial - Moderate Access Control	4	26,500	C	6	37,000	B	6	37,000	B
12	Truxel Rd	Arena Blvd	I-80	Arterial - High Access Control	8	49,700	B	8	67,600	D	8	68,700	D
13	Truxel Rd	Del Paso Rd	Arena Blvd	Arterial - High Access Control	8	21,300	A	8	25,100	A	8	25,500	A
14	North Market Blvd	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	14,700	A	4	20,000	A	4	19,700	A
15	Arena Blvd	I-5	Truxel Rd	Arterial - High Access Control	6	14,400	A	6	17,300	A	6	17,800	A
16	Arena Blvd	El Centro Rd	I-5	Arterial - High Access Control	6	22,000	A	6	22,100	A	6	22,100	A
17	E Commerce Way	W Elkhorn Blvd	N Park Dr	Arterial - Moderate Access Control	2	5,900	A	4	14,400	A	4	14,400	A
18	E Commerce Way	N Park Dr	Del Paso Rd	Arterial - Low Access Control	4	16,600	A	6	31,500	A	6	29,500	A
19	E Commerce Way	Del Paso Rd	Arena Blvd	Arterial - High Access Control	6	12,400	A	6	34,000	A	6	34,000	A
20	Del Paso Blvd	Globe Ave	El Camino Ave	Arterial - High Access Control	4	6,600	A	4	13,800	A	4	13,600	A
21	Del Paso Blvd	El Camino Ave	Marysville Blvd	Arterial - High Access Control	4	10,400	A	4	12,100	A	4	12,100	A
22	Del Paso Blvd	Marysville Blvd	Arcade Blvd	Major Collector	2	4,300	A	4	6,900	A	4	6,900	A
23	Rio Linda Blvd	Marysville Blvd	Norwood Ave	Major Collector	2	7,300	A	2	9,700	B	4	10,700	A
24	Rio Linda Blvd	Norwood Ave	Arcade Blvd	Major Collector	4	8,600	A	4	10,400	A	4	10,200	A
25	Rio Linda Blvd	Arcade Blvd	Lampasas Ave	Major Collector	4	11,300	A	4	13,500	A	4	13,200	A
26	Marysville Blvd	Rio Linda Blvd	Bell Ave	Major Collector	2	5,000	A	2	5,200	A	2	5,100	A
27	Marysville Blvd	I-80	Arcade Blvd	Arterial - Low Access Control	4	19,300	B	4	22,000	C	4	21,500	C
28	Marysville Blvd	Arcade Blvd	Del Paso Blvd	Arterial - Low Access Control	4	8,600	A	4	9,200	A	4	9,200	A
29	Norwood Ave	Main Ave	I-80	Arterial - High Access Control	4	17,500	A	4	21,800	A	4	24,300	B
30	Norwood Ave	Silver Eagle Rd	El Camino Ave	Arterial - Moderate Access Control	2	7,900	A	2	8,500	A	2	9,400	A
31	El Camino Ave	Grove Ave	Del Paso Blvd	Arterial - Moderate Access Control	2	13,100	C	2	18,400	F	2	18,200	F
32	El Camino Ave	Del Paso Blvd	I-80 Business	Arterial - Moderate Access Control	4	27,400	C	4	29,800	D	4	29,500	D
33	Arden Way	Del Paso Blvd	Royal Oaks Dr	Arterial - Moderate Access Control	4	22,100	B	4	25,300	C	4	24,600	B
34	Arden Way	Royal Oaks Dr	I-80 Business	Arterial - Moderate Access Control	4	31,800	D	4	39,100	E	4	39,000	E
35	Grand Ave	Norwood Ave	Rio Linda Blvd	Minor Collector	2	5,600	B	2	5,700	B	2	5,900	B
36	Silver Eagle Rd	Northgate Blvd	Norwood Ave	Arterial - Moderate Access Control	2	11,200	B	4	15,300	A	2	13,300	C
37	Main Ave	Northgate Blvd	Norwood Ave	Arterial - Low Access Control	4	13,900	A	4	23,300	B	4	22,800	B
38	Main Ave	Norwood Ave	Rio Linda Blvd	Major Collector	2	7,300	A	4	21,700	C	4	21,000	C
39	Main Ave	Marysville Blvd	Raley Blvd	Major Collector	2	1,000	A	2	5,300	A	2	5,200	A
40	W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	Arterial - Moderate Access Control	4	12,400	A	4	18,400	A	4	18,500	A
42	Arcade Blvd	Marysville Blvd	Roseville Rd	Major Collector	2	16,600	F	2	18,000	F	2	17,800	F
43	RALEY BL	Ascot Ave	Bell Ave	Arterial - Moderate Access Control	2	9,800	A	4	22,800	B	4	22,800	B
44	Bell Ave	Norwood Ave	Winters St	Arterial - Moderate Access Control	2	11,200	B	3	11,500	A	3	11,300	A
45	Roseville Rd	Arcade Blvd	Watt Ave	Arterial - Moderate Access Control	2	14,200	C	4	31,000	D	4	31,300	D
46	Winters St	Bell Ave	I-80	Arterial - Low Access Control	4	9,000	A	4	12,300	A	4	12,300	A
47	Royal Oaks Dr	Arden Way	SR-160	Major Collector	2	6,400	A	2	7,700	A	2	7,600	A
48	Dry Creek Rd	Marysville Blvd	Grand Ave	Major Collector	2	2,500	A	2	2,500	A	2	2,500	A
49	Arden Garden Connector	Northgate Blvd	Del Paso Blvd	Arterial - High Access Control	4	20,700	A	4	24,300	B	4	24,000	A
50	San Juan Rd	Truxel Rd	Northgate Blvd	Arterial - Low Access Control	4	16,700	A	4	22,000	C	4	21,800	C
51	W El Camino Ave	I-80	I-5	Arterial - Moderate Access Control	2	15,600	D	4	24,400	B	4	22,700	A
52	W El Camino Ave	I-5	Truxel Rd	Arterial - High Access Control	4	22,500	A	4	25,700	B	4	22,500	A
53	W El Camino Ave	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	15,200	A	4	20,800	A	4	20,700	A
54	W El Camino Ave	Northgate Blvd	Grove Ave	Arterial - Moderate Access Control	2	13,000	C	2	20,300	F	2	20,500	F
55	Garden Hwy	I-80	Orchard Ln	Arterial - Moderate Access Control	2	1,000	A	2	1,000	A	2	1,000	A
56	Garden Hwy	Gateway Oaks Dr	I-5	Arterial - High Access Control	4	14,600	A	4	14,600	A	4	14,800	A
57	Northgate Blvd	I-80	San Juan Rd	Arterial - High Access Control	4	25,600	B	4	33,700	D	4	32,100	D
58	Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	Arterial - High Access Control	4	22,700	A	4	27,700	B	4	27,400	B
60	Truxel Rd	W El Camino Ave	Garden Hwy	Arterial - High Access Control	4	12,200	A	4	18,700	A	4	27,300	B
61	Truxel Rd	San Juan Rd	W El Camino Ave	Arterial - High Access Control	4	22,100	A	4	25,700	B	4	28,300	C
62	Truxel Rd	I-80	San Juan Rd	Arterial - High Access Control	6	33,400	A	6	35,200	A	6	34,600	A
63	I St	5th St	12th St	Arterial - One Way Low Access Control	3	16,600	C	3	16,600	C	3	20,400	E
64	I St	21st St	29th St	Major Collector	2	4,500	A	2	5,900	A	2	5,800	A

65	L St	5th St	15th St	Arterial - One Way Low Access Control	3	11,800	A	3	15,000	B	3	14,500	B
66	L St	15th St	29th St	Arterial - One Way Low Access Control	2	7,300	A	2	7,300	A	2	7,300	A
67	P St	16th St	29th St	Arterial - One Way Low Access Control	2	8,400	A	2	8,400	A	2	8,400	A
68	J St	3rd St	7th St	Arterial - One Way Low Access Control	3	19,300	D	3	19,300	D	3	19,300	D
69	J St	21st St	29th St	Arterial - One Way Low Access Control	3	14,000	B	3	21,900	E	3	22,300	E
70	Q St	3rd St	10th St	Arterial - One Way Low Access Control	3	12,200	A	3	12,900	A	3	13,100	A
71	7th St	P St	J St	Arterial - One Way Low Access Control	3	3,900	A	3	6,800	A	3	9,200	A
72	12th St	D St	I St	Arterial - One Way Low Access Control	3	7,100	A	3	7,100	A	3	7,100	A
73	12th St	N St	P St	Minor Collector	2	1,300	A	2	1,400	A	2	1,400	A
74	15th St	X St	Broadway	Arterial - One Way Low Access Control	3	8,600	A	3	9,700	A	3	10,300	A
75	15th St	J St	P St	Arterial - One Way Low Access Control	3	10,300	A	3	10,300	A	3	10,300	A
76	16th St	P St	W St	Arterial - One Way Low Access Control	3	13,300	A	3	13,300	A	3	13,300	A
77	29th St	J St	P St	Arterial - One Way Low Access Control	3	14,200	B	3	26,200	F	3	27,500	F
78	30th St	P St	J St	Arterial - One Way Low Access Control	3	8,900	A	3	16,400	C	3	16,400	C
79	Alhambra Blvd	Stockton Blvd	Broadway	Arterial - Low Access Control	2	12,600	D	2	12,600	D	2	12,600	D
80	Broadway	3rd St	5th St	Arterial - Low Access Control	2	7,500	A	4	7,600	A	4	7,600	A
81	Broadway	Riverside Blvd	Franklin Blvd	Arterial - Low Access Control	4	17,600	A	4	24,800	D	4	25,600	D
82	Richards Blvd	Bercut Dr	N 7th St	Arterial - High Access Control	4	21,400	A	4	21,400	A	4	21,500	A
83	Exposition Blvd	SR-160	I-80 Business	Arterial - High Access Control	4	19,600	A	4	21,300	A	4	21,800	A
84	Exposition Blvd	I-80 Business	Arden Way	Arterial - High Access Control	6	31,400	A	6	40,400	B	6	40,800	B
85	Arden Way	I-80 Business	Exposition Blvd	Arterial - High Access Control	8	51,300	B	8	60,800	C	8	61,400	C
86	El Camino Ave	I-80 Business	Howe Ave	Arterial - Moderate Access Control	4	32,400	D	4	35,200	E	4	35,400	E
87	Marconi Ave	I-80 Business	Bell St	Arterial - Moderate Access Control	4	19,800	A	4	19,800	A	4	19,800	A
88	Auburn Blvd	Howe Ave	Watt Ave	Major Collector	2	7,100	A	3	10,100	A	3	10,000	A
89	Auburn Blvd	Watt Ave	SR-244	Major Collector	4	18,800	B	4	20,500	C	4	20,400	C
90	Auburn Blvd	El Camino Ave	Arcade Blvd	Major Collector	2	7,000	A	2	11,400	D	2	11,500	D
91	American River Dr	Howe Ave	Watt Ave	Major Collector	2	9,200	B	2	11,900	D	2	11,800	D
92	Heritage Ln	Arden Way	Exposition Blvd	Major Collector	4	8,200	A	4	10,700	A	4	10,800	A
93	Howe Ave	US-50	Fair Oaks Blvd	Arterial - High Access Control	4	48,400	F	4	59,200	F	4	58,900	F
101	Howe Ave	Fair Oaks Blvd	Hurley Way	Arterial - High Access Control	6	48,400	D	6	64,400	F	6	63,700	F
102	Howe Ave	Hurley Way	El Camino Ave	Arterial - High Access Control	6	28,400	A	6	38,700	B	6	38,500	B
103	Howe Ave	El Camino Ave	Auburn Blvd	Arterial - Moderate Access Control	2	14,000	C	4	26,600	E	4	26,500	E
105	Alta Arden Ex	Howe Ave	Fulton Ave	Arterial - High Access Control	4	14,300	A	4	17,500	A	4	17,900	A
106	Fair Oaks Blvd	Howe Ave	Munroe St	Arterial - High Access Control	6	37,300	B	6	37,400	B	6	37,400	B
107	Fair Oaks Blvd	Munroe St	Watt Ave	Arterial - Moderate Access Control	4	35,300	E	4	38,300	F	4	38,400	F
108	Fair Oaks Blvd	Watt Ave	Eastern Ave	Arterial - High Access Control	4	37,400	E	4	43,600	F	4	43,100	F
110	Watt Ave	Fair Oaks Blvd	US-50	Arterial - High Access Control	6	71,300	F	6	84,200	F	6	84,200	F
112	Elvas Ave/56th St	52nd St	H St	Major Collector	2	7,700	A	2	11,000	C	2	14,600	F
113	Elvas Ave	J St	Folsom Blvd	Major Collector	3	16,800	C	2	18,800	F	2	18,900	F
114	H St	Alhambra Blvd	45th St	Major Collector	2	15,000	F	2	17,600	F	2	15,100	F
115	H St	45th St	Carlson Dr	Major Collector	2	15,700	F	2	21,000	F	2	21,400	F
116	J St	Alhambra Blvd	56th St	Arterial - Moderate Access Control	4	14,500	A	4	17,000	A	2	15,500	D
117	Folsom Blvd	47th St	65th St	Arterial - Moderate Access Control	4	17,800	A	4	24,800	B	2	22,600	F
118	Folsom Blvd	Howe Ave	Jackson Hwy	Arterial - Moderate Access Control	4	35,200	E	4	43,500	F	4	43,300	F
119	Howe Ave	US 50	14th Ave	Arterial - High Access Control	6	49,500	D	6	61,400	F	6	62,700	F
120	Stockton Blvd	Alhambra Blvd	US-50	Arterial - Moderate Access Control	4	13,400	A	4	24,600	B	4	24,300	B
121	Jackson Hwy	Folsom Blvd	S Watt Ave	Arterial - Moderate Access Control	2	13,000	C	4	22,500	B	4	22,600	B
122	Hornet Dr	US-50 WB Ramps	Folsom Blvd	Major Collector	4	21,300	C	4	28,800	F	4	29,700	F
123	La Rivera Dr	Watt Ave	Folsom Blvd	Major Collector	2	18,100	F	2	18,200	F	2	18,200	F
124	Carlson Dr	Moddison Ave	H St	Minor Collector	2	11,000	F	2	13,100	F	2	13,100	F
125	College Town Dr	Hornet Dr	La Rivera Dr	Arterial - Low Access Control	4	19,200	B	4	28,100	E	4	27,900	E
126	39th St	Folsom Blvd	J St	Minor Collector	2	4,500	A	2	7,800	D	2	6,600	C
127	59th St	Folsom Blvd	Broadway	Arterial - Moderate Access Control	2	14,700	D	2	14,800	D	2	14,800	D
128	C St	33rd St	McKinley Blvd	Major Collector	2	5,000	A	2	10,500	C	2	10,400	C
129	Sutterville Rd	Riverside Blvd	Freeport Blvd	Arterial - Moderate Access Control	2	16,100	D	2	16,100	D	2	16,500	E
130	Sutterville Rd	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	27,600	C	4	30,300	D	4	30,700	D
131	Seamas Ave	I-5	S Land Park Dr	Arterial - Moderate Access Control	4	15,200	A	4	17,300	A	4	17,300	A
132	Fruitridge Rd	S Land Park Dr	Freeport Blvd	Arterial - Moderate Access Control	4	15,200	A	4	15,300	A	4	15,200	A
133	Fruitridge Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	23,600	B	4	25,500	C	4	25,500	C
134	Fruitridge Rd	Franklin Blvd	SR-99	Arterial - Moderate Access Control	4	32,600	E	4	32,800	E	4	33,000	E
135	Franklin Blvd	Broadway	5th Ave	Arterial - Moderate Access Control	2	5,800	A	2	12,100	B	2	12,500	B
136	Franklin Blvd	Sutterville Rd	Fruitridge Rd	Arterial - Moderate Access Control	4	16,400	A	4	19,800	A	4	19,700	A
137	Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	Arterial - Moderate Access Control	4	26,000	C	4	28,600	C	4	28,300	C
138	Riverside Blvd	Broadway	2nd Ave	Major Collector	3	10,900	A	3	11,900	A	3	12,500	A

139	Riverside Blvd	Sutterville Rd	Seamas Ave	Arterial - Moderate Access Control	2	6,000	A	2	6,100	A	2	6,100	A
140	Land Park Dr	Broadway	Vallejo Way	Major Collector	2	10,300	C	2	11,200	C	2	11,000	C
141	S Land Park Dr	Sutterville Rd	Seamas Ave	Major Collector	2	4,200	A	2	4,300	A	2	4,300	A
142	24th St	Sutterville Rd	Fruitridge Rd	Major Collector	4	9,400	A	4	11,500	A	4	11,400	A
143	Stockton Blvd	US-50	Broadway	Arterial - Moderate Access Control	4	24,300	B	4	27,800	C	4	28,200	C
144	Stockton Blvd	Broadway	Fruitridge Rd	Arterial - Moderate Access Control	4	22,100	B	4	23,200	B	4	23,400	B
145	Broadway	Alhambra Blvd	Stockton Blvd	Arterial - Moderate Access Control	4	16,500	A	4	20,300	A	4	20,300	A
146	Broadway	Stockton Blvd	65th St	Arterial - Moderate Access Control	2	15,500	D	2	17,200	E	2	17,200	E
147	65th St	Elvas Ave	14th Ave	Arterial - Moderate Access Control	4	27,100	C	4	33,500	E	4	33,200	E
148	Power Inn Rd	14th Ave	Fruitridge Rd	Arterial - Moderate Access Control	4	31,600	D	6	38,200	B	6	38,300	B
149	12th Ave	Martin Luther King Jr Blvd	SR-99	Major Collector	2	16,400	F	4	16,700	A	4	16,800	A
150	14th Ave	65th St	Power Inn Rd	Arterial - Low Access Control	4	10,500	A	4	14,100	A	4	15,200	A
151	Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	Arterial - Moderate Access Control	4	18,900	A	4	18,900	A	4	18,900	A
152	Fruitridge Rd	SR-99	44th St	Arterial - High Access Control	4	29,300	C	4	36,100	E	4	36,400	E
153	Fruitridge Rd	44th St	Stockton Blvd	Arterial - Moderate Access Control	4	29,300	D	4	32,200	D	4	32,200	D
154	Fruitridge Rd	Stockton Blvd	65th St	Arterial - Moderate Access Control	4	20,600	A	4	23,900	B	4	23,700	B
155	Fruitridge Rd	65th St	Florin Perkins Rd	Arterial - Moderate Access Control	4	15,200	A	4	17,100	A	4	17,400	A
156	Fruitridge Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,700	A	4	13,200	A	4	13,300	A
157	Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	Major Collector	2	9,100	B	2	11,100	C	2	11,100	C
158	T St	Stockton Blvd	59th St	Major Collector	2	2,700	A	2	3,300	A	2	3,000	A
159	33rd St	4th Ave	12th Ave	Minor Collector	2	5,300	B	2	5,700	B	2	5,800	B
160	Raley Blvd	Bell Ave	I-80	Arterial - Moderate Access Control	4	26,300	C	4	38,200	F	4	38,100	F
161	S Watt Ave	US-50	Kiefer Blvd	Arterial - High Access Control	6	42,700	B	6	71,100	F	6	71,100	F
162	Florin Rd	Riverside Blvd	Havenside Dr	Arterial - High Access Control	4	7,900	A	4	8,500	A	4	8,400	A
163	Florin Rd	Havenside Dr	I-5	Arterial - High Access Control	4	35,400	D	4	41,200	F	4	41,200	F
164	Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven dr	Major Collector	4	9,500	A	4	9,600	A	4	9,600	A
165	Pocket Rd	Greenhaven dr	Freeport Blvd	Arterial - High Access Control	4	24,500	B	4	29,100	C	4	29,400	C
166	43rd Ave	Gloria Dr	13th St	Major Collector	2	6,500	A	2	6,500	A	2	6,500	A
167	S Land Park Dr	Windbridge Dr	Florin Rd	Major Collector	2	3,800	A	2	4,200	A	2	4,000	A
168	Gloria Dr	Florin Rd	43rd Ave	Minor Collector	2	3,900	A	2	3,900	A	2	3,900	A
169	Greenhaven Dr	Gloria Dr	Florin Rd	Major Collector	2	6,600	A	2	6,700	A	2	6,700	A
170	Freeport Blvd	Pocket Rd	South City Limits	Arterial - Moderate Access Control	2	5,600	A	2	14,100	C	2	14,200	C
171	Freeport Blvd	Florin Rd	Pocket Rd	Arterial - High Access Control	4	12,300	A	4	13,900	A	4	14,000	A
172	24th St	Fruitridge Rd	Florin Rd	Major Collector	4	14,000	A	4	16,200	A	4	16,300	A
173	24th St	Florin Rd	Meadowview Rd	Major Collector	4	13,800	A	4	19,700	C	4	19,700	C
174	Meadowview Rd	Freeport Blvd	Brookfield Dr	Arterial - Moderate Access Control	4	25,300	C	4	25,300	C	4	25,300	C
175	Florin Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	34,100	E	4	38,100	F	4	38,000	F
176	43rd Ave/Blair Ave	13th St	Freeport Blvd	Arterial - Low Access Control	2	7,700	A	2	7,800	A	2	7,800	A
177	47th Ave	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	22,600	B	4	26,700	C	4	27,000	C
178	Franklin Blvd	Fruitridge Rd	47th Ave	Arterial - Moderate Access Control	4	14,200	A	4	17,400	A	4	17,200	A
180	Stockton Blvd	Florin Rd	Mack Rd	Arterial - Moderate Access Control	4	26,500	C	6	34,900	A	6	34,800	A
181	65th St	14th Ave	Fruitridge Rd	Arterial - High Access Control	4	24,400	B	4	28,400	C	4	28,200	C
182	65th Ex	Elder Creek Rd	Stockton Blvd	Arterial - High Access Control	4	17,300	A	4	19,600	A	4	19,600	A
183	Power Inn Rd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,100	B	4	28,900	C	4	28,800	C
184	S Watt Ave	Kiefer Blvd	Jackson Hwy	Arterial - Moderate Access Control	4	31,500	D	6	65,600	F	6	65,400	F
185	Florin Rd	Franklin Blvd	SR-99	Arterial - High Access Control	6	40,600	B	6	45,900	C	6	46,000	C
186	Florin Rd	SR-99	65th St	Arterial - High Access Control	6	55,200	E	6	64,300	F	6	64,200	F
187	Florin Rd	65th St	Stockton Blvd	Arterial - High Access Control	6	29,700	A	6	39,100	B	6	39,100	B
188	Florin Rd	Stockton Blvd	Power Inn Rd	Arterial - High Access Control	4	23,300	A	4	27,900	B	4	28,000	B
189	Florin Rd	Power Inn Rd	Florin Perkins Rd	Arterial - Moderate Access Control	4	21,200	A	4	26,900	B	4	27,100	B
190	Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	Arterial - Moderate Access Control	4	23,300	B	4	27,000	D	4	27,400	E
191	Elder Creek Rd	South Watt Avenue	Hedge Ave	Arterial - Moderate Access Control	2	6,100	A	2	14,600	E	2	14,500	E
192	Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	Arterial - Moderate Access Control	4	19,900	A	4	22,200	B	4	22,100	B
193	Florin Perkins Rd	Elder Creek Rd	Florin Rd	Arterial - Moderate Access Control	4	19,100	A	4	19,200	A	4	19,200	A
194	Mack Rd	Meadowview Rd	Franklin Blvd	Arterial - High Access Control	4	24,100	B	4	24,100	B	4	24,100	B
195	Mack Rd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	4	29,600	C	4	32,500	D	4	32,600	D
196	Mack Rd	Center Pkwy	Stockton Blvd	Arterial - High Access Control	4	26,000	B	4	29,100	D	4	29,100	D
197	Center Pkwy	Tangerine Ave	Mack Rd	Arterial - Moderate Access Control	2	6,200	A	2	6,700	A	2	6,700	A
198	Center Pkwy	Mack Rd	Bruceville Rd	Arterial - Moderate Access Control	4	7,000	A	4	7,000	A	4	7,000	A
199	Valley Hi Dr	Franklin Blvd	Center Pkwy	Major Collector	2	9,900	C	2	11,600	D	2	11,600	D
200	Valley Hi Dr	Center Pkwy	Mack Rd	Arterial - Moderate Access Control	4	20,300	A	4	20,300	A	4	20,300	A
201	Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	Arterial - Moderate Access Control	4	16,900	A	4	26,500	C	4	26,500	C
202	Bruceville Rd	Consumnes River Blvd	Calvine Rd	Arterial - High Access Control	6	32,300	A	6	32,900	A	4	32,400	D
203	Franklin Blvd	Village Wood Dr	Big Horn Blvd	Arterial - High Access Control	4	18,800	A	4	18,900	A	4	18,900	A

204	Franklin Blvd	Mack Rd	Turnbridge Dr	Arterial - High Access Control	4	22,300	A	4	24,700	B	4	24,600	B
205	Franklin Blvd	47th Ave	Turnbridge Dr	Arterial - Moderate Access Control	4	26,800	C	4	29,300	C	4	29,400	C
206	Stockton Blvd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,200	B	4	27,400	C	4	27,500	C
207	65th Ex	Stockton Blvd	Florin Rd	Arterial - Moderate Access Control	4	18,700	A	4	21,000	A	4	21,000	A
208	Power Inn Rd	Florin Rd	Elsie Ave	Arterial - Moderate Access Control	4	30,900	D	4	33,600	E	4	33,600	E
210	47th Ave	Franklin Blvd	SR-99	Arterial - High Access Control	6	33,800	A	6	38,900	B	6	38,900	B
211	47th Ave	SR-99	Stockton Blvd	Arterial - Moderate Access Control	4	33,900	E	4	36,000	E	4	36,200	F
212	Franklin Blvd	Mack Rd	Village Wood Dr	Arterial - High Access Control	4	22,400	A	4	23,200	A	4	23,300	A
254	Elkhorn Blvd	SR-99	E Commerce Way	Arterial - Moderate Access Control	2	15,300	D	6	19,300	A	6	19,300	A
257	Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	Arterial - Moderate Access Control	4	29,700	D	4	32,300	F	4	31,400	F
258	Folsom Blvd	US-50	Howe Ave	Arterial - Moderate Access Control	4	22,400	B	4	33,900	E	2	29,500	F
260	Cosumnes River Blvd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	2	16,200	D	4	29,700	C	4	29,800	C
261	Freeport Blvd	21st St	Sutterville Rd (N)	Arterial - Moderate Access Control	4	17,500	A	4	25,000	B	2	22,200	F
262	Freeport Blvd	Broadway	21st St	Major Collector	2	9,800	B	2	15,200	F	2	15,100	F
263	Land Park Dr	Vallejo Way	13th Ave (S)	Major Collector	2	7,800	A	2	7,800	A	2	7,900	A
264	Land Park Dr	13th Ave (S)	Sutterville Rd	Major Collector	2	7,100	A	4	7,400	A	4	7,500	A
265	Riverside Blvd	7th Ave	Sutterville Rd	Major Collector	2	9,500	B	4	13,300	A	4	12,700	A
266	Riverside Blvd	2nd Ave	7th Ave	Major Collector	2	10,900	C	2	12,100	D	2	12,300	D
267	24th St	Donner Way	Sutterville Rd	Major Collector	4	2,000	A	2	3,700	A	2	3,700	A
268	Sutterville Rd	Freeport Blvd	Sutterville Bypass	Arterial - Moderate Access Control	4	24,800	B	4	24,900	B	4	24,900	B
269	5th St	Broadway	Vallejo Way	Minor Collector	2	4,200	A	2	4,400	A	2	5,300	B
270	Broadway	5th St	Riverside Blvd	Arterial - Moderate Access Control	3	9,700	A	4	9,800	A	4	9,800	A
271	Elder Creek Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,300	A	4	17,900	A	4	18,100	A
272	Richards Blvd	N 7th St	N 12th St	Arterial - Moderate Access Control	4	16,900	A	4	38,200	F	4	38,500	F
273	12th St	Richards Blvd	D St	Arterial - One Way Moderate Access Control	4	19,000	A	4	24,800	B	4	26,800	C
274	16th St	Richards Blvd	I St	Arterial - One Way Moderate Access Control	4	24,100	B	4	28,000	C	4	27,600	C
275	N 7th St	Richards Blvd	B St	Arterial - Low Access Control	3	5,700	A	4	14,600	A	4	14,100	A
276	Florin Rd	I-5	Freeport Blvd	Arterial - Moderate Access Control	4	33,400	E	4	36,400	F	4	36,400	F
277	Cosumnes River Blvd	Center Pkwy	SR-99	Arterial - High Access Control	2	16,200	D	4	24,200	B	4	24,200	B
278	Garden Hwy	Orchard Ln	Gateway Oaks Dr	Arterial - High Access Control	2	16,300	D	2	16,400	D	2	16,400	D
279	J St	7th St	10th St	Arterial - One Way Low Access Control	3	16,700	C	3	16,700	C	3	16,700	C
280	J St	10th St	16th St	Arterial - One Way Low Access Control	3	18,000	C	3	18,100	D	3	18,100	D
281	P St	16th St	9th St	Arterial - One Way Low Access Control	3	7,900	A	3	7,900	A	3	7,900	A
282	P St	9th St	2nd St	Arterial - One Way Low Access Control	3	8,200	A	3	9,300	A	3	8,200	A
283	Franklin Blvd	5th Ave	Sutterville Rd	Arterial - Low Access Control	2	8,800	A	2	13,200	D	2	13,300	D
284	J St/Fair Oaks Blvd	H St	Howe Ave	Arterial - Moderate Access Control	4	5,100	A	4	9,700	A	4	9,500	A
285	Folsom Blvd	Jackson Hwy	S Watt Ave	Arterial - Moderate Access Control	4	14,100	A	4	16,500	A	4	16,400	A
286	Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	Arterial - Moderate Access Control	4	23,400	B	4	24,000	B	4	24,100	B
287	Freeport Blvd	Fruitridge Rd	Florin Rd	Arterial - High Access Control	4	16,200	A	4	19,700	A	4	19,500	A
288	Garden Hwy	I-5	Truxel Rd	Arterial - High Access Control	2	31,000	F	4	38,900	E	4	35,700	D
289	Garden Hwy	Truxel Rd	Northgate Blvd	Arterial - High Access Control	2	41,400	F	2	44,400	F	2	44,400	F
290	Norwood Ave	I-80	Silver Eagle Rd	Arterial - Moderate Access Control	4	16,100	A	2	16,100	D	4	19,300	A
301	SR-99	W Elkhorn Blvd	I-5/SR-99 Interchange	Freeway	4	50,900	C	4	78,800	E	4	79,500	E
302	I-5	I-5/SR-99 Interchange	Arena Blvd	Freeway	6	132,000	F	6	165,400	F	6	166,200	F
303	I-5	Arena Blvd	I-5/I-80 Interchange	Freeway	8	148,500	D	8	196,600	F	8	197,000	F
304	I-5	I-5/I-80 Interchange	W El Camino Ave	Freeway	6	103,300	D	8	126,100	D	8	131,400	D
305	I-5	W El Camino Ave	Richards Blvd	Freeway	8	179,900	F	8	203,400	F	8	202,600	F
306	I-5	Richards Blvd	J St	Freeway	8	179,300	F	8	190,800	F	8	187,500	F
307	I-5	J St	I-5/I-80 Business & US 50 Interchange	Freeway	7	173,300	F	7	174,500	F	7	170,900	F
308	I-5	I-5/I-80 Business & US-50 Interchange	Sutterville Rd	Freeway	8	109,700	C	8	109,700	C	8	112,600	C
309	I-5	Sutterville Rd	43rd Ave	Freeway	8	135,800	D	8	143,000	D	8	144,900	D
310	I-5	43rd Ave	Florin Rd	Freeway	8	89,900	C	8	98,100	C	8	99,700	C
311	I-5	Florin Rd	City Limits	Freeway	6	75,700	C	6	87,400	C	6	88,400	C
312	SR-99	SR-99/I-80 Business/US-50 Interchange	Fruitridge Rd	Freeway	7	209,500	F	7	246,800	F	7	250,400	F
313	SR-99	Fruitridge Rd	47th Ave	Freeway	6	151,000	F	6	201,100	F	6	206,300	F
314	SR-99	47th Ave	Mack Rd	Freeway	6	171,000	F	6	223,700	F	6	227,500	F
315	SR-99	Mack Rd	Sheldon Rd	Freeway	6	96,800	D	6	135,400	F	6	136,200	F
316	I-80	Garden Hwy	I-5/I-80 Interchange	Freeway	6	81,300	C	6	94,800	D	6	90,300	C
317	I-80	I-5/I-80 Interchange	Northgate Blvd	Freeway	6	139,000	F	6	142,400	F	6	144,100	F
318	I-80	Northgate Blvd	Watt Ave	Freeway	6	142,000	F	6	145,000	F	6	146,600	F
319	US-50/I-80 Business	I-5/US-50 & I-80 Business Interchange	SR-99/US-50/I-80 Business Interchange	Freeway	10	252,000	F	10	283,700	F	10	282,600	F
320	US-50	SR-99/US-50/I-80 Business Interchange	65th St	Freeway	8	229,200	F	8	239,900	F	8	243,800	F
321	US-50	65th St	S Watt Ave	Freeway	8	174,200	F	8	178,800	F	8	180,800	F
322	I-80 Business	SR-99/US-50/I-80 Business Interchange	J St	Freeway	7	114,800	D	7	134,700	E	7	136,100	E

323	I-80 Business	J St	SR-160 Interchange	Freeway	6	166,800	F	6	155,200	F	6	158,900	F
324	I-80 Business	SR-160 Interchange	El Camino Ave	Freeway	7	159,500	F	8	180,400	F	8	183,800	F
325	I-80 Business	El Camino Ave	Marconi Ave	Freeway	7	149,300	F	8	170,600	F	8	173,200	F
326	I-80 Business	Marconi Ave	Fulton Ave	Freeway	6	133,200	F	6	141,600	F	6	142,800	F
327	I-80 Business	Fulton Ave	City Limits	Freeway	6	139,100	F	6	144,200	F	6	144,900	F
328	SR-160	Richards Blvd	Business 80 Interchange	Freeway	4	35,400	B	4	43,500	C	4	45,900	C

Note: Due to the level of detail contained in the General Plan level of service analysis, the number of lanes may differ from the above values for portions of select roadway segments. Field verification may be required to determine existing number of roadway lanes.

Appendix E

Air Quality Modeling Data

Demographic and VMT Activity Data



	Source	2008	2011	2030	2035	% change from 2011	CalEEMod Input (for area source emissions)		
Population	1, 2, 3	457,849	472,178	650,000	640,400	36%	Residential Land Uses		
Employment	3			474,000	390,100		35,731	SF du	Nonresidential Land Uses
Housing	2,3	192,352	190,911		260,699		34,057	MF du	Retail 5,813,293 sq ft
VMT (daily)	1, 4, 5	12,950,433	13,355,734	25,363,131	16,553,254	24%	Source:	3,6	Office 11,402,571 sq ft
VMT/capita (daily)		28.3	28.3	39.0	25.8	-9%			Medical 6,195,350 sq ft
							Operational year:		Manufacturing 10,608,096 sq ft
VMT Net change from existing (2035 - 2011)					3,197,520		2035		Source: 7
VMT Cumulative net change (2035 - 2030)					-8,809,877				
Proportion Single Family units	6				51.20%	SF units			
Proportion Multi Family units	6				48.80%	MF units			

Sources:

- 1 City of Sacramento. 2009. 2030 General Plan Master EIR; Appendix C: Table C-1. Available: http://www.sacgp.org/master-eir/documents/AppendixC_AirQualityModelOutputsRev10.29.pdf. Accessed March 4, 2014.
- 2 2011 population and housing data from <http://quickfacts.census.gov/qfd/states/06/0664000.html> and U.S. Census Bureau, 2008 American Community Survey
- 3 Mintier Harnish. 2013 (May). City of Sacramento GP Revision and MEIR Update. Housing Element.
- 4 Fehr & Peers 2013 email from Ron Milam to Heather Phillips regarding Caltrans HPMS data; 2.1% increase in lane-mile VMT between 2008-2011
- 5 Fehr & Peers 2014. Base year (2008) and cumulative + project (2035) Boundary-method VMT from SACMET
- 6 City of Sacramento Housing Element. 2008. http://portal.cityofsacramento.org/~media/Files/CDD/Planning/Long Range/Housing Programs/Final_2008_2013_Housing_Element_Update.ashx.
- 7 Minteri Harnish. 2014. March 26, 2014 email from Ted Holzem (Mintier Harnish) to Heather Phillips (Ascent Environmental)

Notes:

2011 VMT is extrapolated based on ~3.1% increase in population between 2008-2011

Grey text is for reference

Methodology

Transportation

2008 VMT from SACMET extrapolated to 2011 using population growth (~3.1%); supported by Caltrans HPMS values below.

Caltrans HPMS 2011 VMT for Sacramento = 5,286.73 (in 1,000s) on 1,425.68 maintained road miles

Caltrans HPMS 2008 VMT for Sacramento = 5,178.96 (in 1,000s) on 1,409.86 maintained road miles

2.1% increase in VMT between 2008 and 2011 for Sacramento; within margin of error in Caltrans HPMS data.



Existing Conditions 2011: EMFAC 2011-SG Output; Boundary Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total TOG	Total ROG	Total CO	Total NOx	Total PM10	Total PM2.5	Total SOx	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento	0	ALL	2011	Annual	(ALL) 2011	346,737.31	13,355,734.00	2,238,549.05	6.54	5.96	59.26	12.35	0.96	0.50	0.07	669.76	78.95
1	Sacramento	1	(SV)	2011	Annual	(Sacramento),	346,737.31	13,355,734.00	2,238,549.05	6.54	5.96	59.26	12.35	0.96	0.50	0.07	669.76	78.95

2030 General Plan: EMFAC 2011-SG Output; Boundary Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total TOG	Total ROG	Total CO	Total NOx	Total PM10	Total PM2.5	Total SOx	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento	0	ALL	2030	Annual	(ALL) 2030	648,354.85	25,363,131.00	4,152,080.73	4.24	3.86	33.20	6.47	1.54	0.69	0.13	1,238.37	176.36
1	Sacramento	1	(SV)	2030	Annual	(Sacramento),	648,354.85	25,363,131.00	4,152,080.73	4.24	3.86	33.20	6.47	1.54	0.69	0.13	1,238.37	176.36

2035 General Plan: EMFAC 2011-SG Output; Boundary Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total TOG	Total ROG	Total CO	Total NOx	Total PM10	Total PM2.5	Total SOx	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento	0	ALL	2035	Annual	(ALL) 2035	422,829.19	16,553,254.00	2,704,372.03	2.52	2.29	19.86	3.81	1.01	0.45	0.09	806.50	118.21
1	Sacramento	1	(SV)	2035	Annual	(Sacramento),	422,829.19	16,553,254.00	2,704,372.03	2.52	2.29	19.86	3.81	1.01	0.45	0.09	806.50	118.21

Existing (2011) Operational Emissions

	Tons/day			
	ROG	NOX	PM10	PM2.5
Mobile Sources	5.96	12.35	0.96	0.50

No Project: 2030 General Plan Operational Emissions

	Tons/day			
	ROG	NOX	PM10	PM2.5
Mobile Sources	3.86	6.47	1.54	0.69

2035 General Plan Operational Emissions

	Tons/day			
	ROG	NOX	PM10	PM2.5
Mobile Sources	2.29	3.81	1.01	0.45
Area Sources	623.75	8.28	3.99	3.99
Natural Gas	12.37	107.62	8.54	8.54
Total	638.40	119.71	13.54	12.99

Net Change from Existing (2035-2011)

	Tons/day			
	ROG	NOX	PM10	PM2.5
Mobile Sources	-3.68	-8.54	0.04	-0.05
Area Sources	623.75	8.28	3.99	3.99
Natural Gas	12.37	107.62	8.54	8.54
Total	632.43	107.36	12.58	12.48

Net Change from No Project (2035-2030)

	Tons/day			
	ROG	NOX	PM10	PM2.5
Mobile Sources	-1.57	-2.66	-0.54	-0.24

City of Sacramento 2035 General Plan
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6,195.35	1000sqft	142.23	6,195,350.00	0
Office Park	11,402.57	1000sqft	261.77	11,402,571.00	0
Manufacturing	10,608.10	1000sqft	243.53	10,608,096.00	0
Apartments Low Rise	34,057.00	Dwelling Unit	2,128.56	34,057,000.00	90932
Single Family Housing	35,731.00	Dwelling Unit	11,600.97	64,315,800.00	95402
Strip Mall	5,813.29	1000sqft	133.45	5,813,293.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Nonresidential land uses were estimated from General Plan employment projections from Mintier Harnish 2014. Residential land uses were obtained from Mintier Harnish 2013. Single Family and Multi Family units were estimated from 2008 Housing Element.

Construction Phase - Construction details are not known. Construction Phase is a placeholder.

Vehicle Trips - VMT and mobile-source emissions were estimated outside of CalEEMod.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	2.00
tblLandUse	LandUseSquareFeet	11,402,600.00	11,402,571.00
tblLandUse	LandUseSquareFeet	10,608,100.00	10,608,096.00
tblLandUse	LandUseSquareFeet	5,813,290.00	5,813,293.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00

2.0 Emissions Summary

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	623.7462	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085
Energy	12.3651	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	366,410.5271	366,410.5271	14.3343	4.7239	368,175.9664
Mobile	254.7486	153.8625	1,167.7650	0.5188	0.9914	2.2472	3.2387	0.2656	2.0834	2.3490	0.0000	32,861.4991	32,861.4991	2.0704	0.0000	32,904.9779
Waste						0.0000	0.0000		0.0000	0.0000	29,795.6489	0.0000	29,795.6489	1,760.8724	0.0000	66,773.9694
Water						0.0000	0.0000		0.0000	0.0000	3,621.0600	17,891.1750	21,512.2350	13.3422	8.0565	24,289.9281
Total	890.8600	269.7629	1,944.6804	1.2313	0.9914	14.7831	15.7745	0.2656	14.6192	14.8849	33,416.7089	418,339.6626	451,756.3714	1,791.7406	12.7804	493,344.8502

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	623.7462	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085
Energy	12.3651	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	366,410.5271	366,410.5271	14.3343	4.7239	368,175.9664
Mobile	254.7486	153.8625	1,167.7650	0.5188	0.9914	2.2472	3.2387	0.2656	2.0834	2.3490	0.0000	32,861.4991	32,861.4991	2.0704	0.0000	32,904.9779
Waste						0.0000	0.0000		0.0000	0.0000	29,795.6489	0.0000	29,795.6489	1,760.8724	0.0000	66,773.9694
Water						0.0000	0.0000		0.0000	0.0000	3,621.0600	17,891.1750	21,512.2350	13.3897	8.0663	24,293.9719
Total	890.8600	269.7629	1,944.6804	1.2313	0.9914	14.7831	15.7745	0.2656	14.6192	14.8849	33,416.7089	418,339.6626	451,756.3714	1,791.7881	12.7902	493,348.8940

	ROG	NOx	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.08	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/2/2015	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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3.1 Mitigation Measures Construction

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					
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	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	254.7486	153.8625	1,167.7650	0.5188	0.9914	2.2472	3.2387	0.2656	2.0834	2.3490	0.0000	32,861.4991	32,861.4991	2.0704	0.0000	32,904.9779
Unmitigated	254.7486	153.8625	1,167.7650	0.5188	0.9914	2.2472	3.2387	0.2656	2.0834	2.3490	0.0000	32,861.4991	32,861.4991	2.0704	0.0000	32,904.9779

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	224,435.63	243,848.12	206725.99	245,349	245,349
Manufacturing	40,522.94	15,806.07	6577.02	35,100	35,100
Medical Office Building	223,838.00	55,510.34	9602.79	615,838	615,838
Office Park	130,217.35	18,700.21	8665.95	105,839	105,839
Single Family Housing	341,945.67	360,168.48	313360.87	371,788	371,788
Strip Mall	257,645.01	244,390.71	118765.51	1,288,077	1,288,077
Total	1,218,604.60	938,423.93	663,698.14	2,661,991	2,661,991

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Manufacturing	0.00	0.00	0.00	59.00	28.00	13.00	92	5	3
Medical Office Building	0.00	0.00	0.00	29.60	51.40	19.00	60	30	10
Office Park	0.00	0.00	0.00	33.00	48.00	19.00	82	15	3
Single Family Housing	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Strip Mall	0.00	0.00	0.00	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507436	0.069689	0.176394	0.141978	0.043819	0.006429	0.022470	0.018349	0.002445	0.002160	0.006237	0.000474	0.002120

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	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
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	244,038.1345	244,038.1345	11.9888	2.4804	245,058.8358
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	244,038.1345	244,038.1345	11.9888	2.4804	245,058.8358
NaturalGas Mitigated	12.3651	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	122,372.3926	122,372.3926	2.3455	2.2435	123,117.1306
NaturalGas Unmitigated	12.3651	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	122,372.3926	122,372.3926	2.3455	2.2435	123,117.1306

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	3.67185e+008	1.9799	16.9193	7.1997	0.1080		1.3679	1.3679		1.3679	1.3679	0.0000	19,594.3645	19,594.3645	0.3756	0.3592	19,713.6126
Manufacturing	2.90768e+008	1.5679	14.2533	11.9728	0.0855		1.0833	1.0833		1.0833	1.0833	0.0000	15,516.4831	15,516.4831	0.2974	0.2845	15,610.9138
Medical Office Building	1.06684e+008	0.5753	5.2296	4.3929	0.0314		0.3975	0.3975		0.3975	0.3975	0.0000	5,693.0606	5,693.0606	0.1091	0.1044	5,727.7076
Office Park	2.53365e+008	1.3662	12.4199	10.4327	0.0745		0.9439	0.9439		0.9439	0.9439	0.0000	13,520.5281	13,520.5281	0.2591	0.2479	13,602.8118
Single Family Housing	1.2607e+009	6.7979	58.0909	24.7195	0.3708		4.6967	4.6967		4.6967	4.6967	0.0000	67,275.5099	67,275.5099	1.2895	1.2334	67,684.9374
Strip Mall	1.44751e+007	0.0781	0.7096	0.5960	4.2600e-003		0.0539	0.0539		0.0539	0.0539	0.0000	772.4464	772.4464	0.0148	0.0142	777.1474
Total		12.3652	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	122,372.3926	122,372.3926	2.3455	2.2435	123,117.1306

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Manufacturing	2.90768e+008	1.5679	14.2533	11.9728	0.0855		1.0833	1.0833		1.0833	1.0833	0.0000	15,516.4831	15,516.4831	0.2974	0.2845	15,610.9138
Medical Office Building	1.06684e+008	0.5753	5.2296	4.3929	0.0314		0.3975	0.3975		0.3975	0.3975	0.0000	5,693.0606	5,693.0606	0.1091	0.1044	5,727.7076
Apartments Low Rise	3.67185e+008	1.9799	16.9193	7.1997	0.1080		1.3679	1.3679		1.3679	1.3679	0.0000	19,594.3645	19,594.3645	0.3756	0.3592	19,713.6126
Office Park	2.53365e+008	1.3662	12.4199	10.4327	0.0745		0.9439	0.9439		0.9439	0.9439	0.0000	13,520.5281	13,520.5281	0.2591	0.2479	13,602.8118
Single Family Housing	1.2607e+009	6.7979	58.0909	24.7195	0.3708		4.6967	4.6967		4.6967	4.6967	0.0000	67,275.5099	67,275.5099	1.2895	1.2334	67,684.9374
Strip Mall	1.44751e+007	0.0781	0.7096	0.5960	4.2600e-003		0.0539	0.0539		0.0539	0.0539	0.0000	772.4464	772.4464	0.0148	0.0142	777.1474
Total		12.3652	107.6225	59.3136	0.6745		8.5432	8.5432		8.5432	8.5432	0.0000	122,372.3926	122,372.3926	2.3455	2.2435	123,117.1306

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	1.25388e+008	33,573.9042	1.6494	0.3413	33,714.3287
Manufacturing	9.57911e+007	25,649.0375	1.2601	0.2607	25,756.3158
Medical Office Building	1.2211e+008	32,696.2806	1.6063	0.3323	32,833.0344
Office Park	2.47436e+008	66,253.4350	3.2548	0.6734	66,530.5432
Single Family Housing	2.52723e+008	67,669.1975	3.3244	0.6878	67,952.2271
Strip Mall	6.79574e+007	18,196.2797	0.8939	0.1850	18,272.3866
Total		244,038.1345	11.9888	2.4804	245,058.8358

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	1.25388e+008	33,573.9042	1.6494	0.3413	33,714.3287
Manufacturing	9.57911e+007	25,649.0375	1.2601	0.2607	25,756.3158
Medical Office Building	1.2211e+008	32,696.2806	1.6063	0.3323	32,833.0344
Office Park	2.47436e+008	66,253.4350	3.2548	0.6734	66,530.5432
Single Family Housing	2.52723e+008	67,669.1975	3.3244	0.6878	67,952.2271
Strip Mall	6.79574e+007	18,196.2797	0.8939	0.1850	18,272.3866
Total		244,038.1345	11.9888	2.4804	245,058.8358

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	623.7462	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085
Unmitigated	623.7462	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085

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	85.2063					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	517.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	21.4826	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085
Total	623.7463	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085

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	85.2063					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	517.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	21.4826	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085
Total	623.7463	8.2780	717.6018	0.0380		3.9927	3.9927		3.9927	3.9927	0.0000	1,176.4613	1,176.4613	1.1213	0.0000	1,200.0085

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	21,512.2350	13.3897	8.0663	24,293.9719
Unmitigated	21,512.2350	13.3422	8.0565	24,289.9281

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2218.95 / 1398.9	5,056.459 6	2.9120	1.7507	5,660.322 2
Manufacturing	2453.12 / 0	4,140.732 3	3.1481	1.9207	4,802.260 3
Medical Office Building	777.396 / 148.075	1,450.970 4	1.0044	0.6101	1,661.189 3
Office Park	2026.63 / 1242.13	4,584.902 2	2.6579	1.5986	5,136.286 8
Single Family Housing	2328.02 / 1467.66	5,304.999 2	3.0551	1.8367	5,938.543 4
Strip Mall	430.605 / 263.919	974.1715	0.5647	0.3397	1,091.326 2
Total		21,512.23 50	13.3422	8.0565	24,289.92 81

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2218.95 / 1398.9	5,056.459 6	2.9223	1.7528	5,661.198 9
Manufacturing	2453.12 / 0	4,140.732 3	3.1595	1.9231	4,803.229 5
Medical Office Building	777.396 / 148.075	1,450.970 4	1.0081	0.6108	1,661.496 5
Office Park	2026.63 / 1242.13	4,584.902 2	2.6673	1.6006	5,137.087 5
Single Family Housing	2328.02 / 1467.66	5,304.999 2	3.0659	1.8390	5,939.463 2
Strip Mall	430.605 / 263.919	974.1715	0.5667	0.3401	1,091.496 4
Total		21,512.23 50	13.3897	8.0663	24,293.97 19

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29,795.64 89	1,760.872 4	0.0000	66,773.96 94
Unmitigated	29,795.64 89	1,760.872 4	0.0000	66,773.96 94

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	15666.2	3,180.101 1	187.9386	0.0000	7,126.811 5
Manufacturing	13154	2,670.151 2	157.8014	0.0000	5,983.981 0
Medical Office Building	66909.8	13,582.08 07	802.6780	0.0000	30,438.31 81
Office Park	10604.4	2,152.601 4	127.2151	0.0000	4,824.118 5
Single Family Housing	34344.7	6,971.667 8	412.0138	0.0000	15,623.95 68
Strip Mall	6103.95	1,239.046 7	73.2256	0.0000	2,776.783 5
Total		29,795.64 89	1,760.872 4	0.0000	66,773.96 94

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	15666.2	3,180.101 1	187.9386	0.0000	7,126.811 5
Manufacturing	13154	2,670.151 2	157.8014	0.0000	5,983.981 0
Medical Office Building	66909.8	13,582.08 07	802.6780	0.0000	30,438.31 81
Office Park	10604.4	2,152.601 4	127.2151	0.0000	4,824.118 5
Single Family Housing	34344.7	6,971.667 8	412.0138	0.0000	15,623.95 68
Strip Mall	6103.95	1,239.046 7	73.2256	0.0000	2,776.783 5
Total		29,795.64 89	1,760.872 4	0.0000	66,773.96 94

9.0 Operational Offroad

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

City of Sacramento 2035 General Plan
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6,195.35	1000sqft	142.23	6,195,350.00	0
Office Park	11,402.57	1000sqft	261.77	11,402,571.00	0
Manufacturing	10,608.10	1000sqft	243.53	10,608,096.00	0
Apartments Low Rise	34,057.00	Dwelling Unit	2,128.56	34,057,000.00	90932
Single Family Housing	35,731.00	Dwelling Unit	11,600.97	64,315,800.00	95402
Strip Mall	5,813.29	1000sqft	133.45	5,813,293.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Nonresidential land uses were estimated from General Plan employment projections from Mintier Harnish 2014. Residential land uses were obtained from Mintier Harnish 2013. Single Family and Multi Family units were estimated from 2008 Housing Element.

Construction Phase - Construction details are not known. Construction Phase is a placeholder.

Vehicle Trips - VMT and mobile-source emissions were estimated outside of CalEEMod.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	2.00
tblLandUse	LandUseSquareFeet	11,402,600.00	11,402,571.00
tblLandUse	LandUseSquareFeet	10,608,100.00	10,608,096.00
tblLandUse	LandUseSquareFeet	5,813,290.00	5,813,293.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00

2.0 Emissions Summary

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Energy	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
Mobile	1,875.6822	940.6558	5,352.7923	3.2794	6.4985	13.9707	20.4692	1.7363	12.9532	14.6895		232,211.6618	232,211.6618	14.2246		232,510.3792
Total	5,415.3719	1,596.5918	11,418.6126	7.2794	6.4985	92.7239	99.2224	1.7363	91.7064	93.4426	0.0000	981,723.1108	981,723.1108	38.2796	13.5508	986,727.7424

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Energy	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
Mobile	1,875.6822	940.6558	5,352.7923	3.2794	6.4985	13.9707	20.4692	1.7363	12.9532	14.6895		232,211.6618	232,211.6618	14.2246		232,510.3792
Total	5,415.3719	1,596.5918	11,418.6126	7.2794	6.4985	92.7239	99.2224	1.7363	91.7064	93.4426	0.0000	981,723.1108	981,723.1108	38.2796	13.5508	986,727.7424

	ROG	NOx	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/2/2015	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

3.1 Mitigation Measures Construction

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					
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	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	1,875.682 2	940.6558	5,352.792 3	3.2794	6.4985	13.9707	20.4692	1.7363	12.9532	14.6895		232,211.6 618	232,211.6 618	14.2246		232,510.3 792
Unmitigated	1,875.682 2	940.6558	5,352.792 3	3.2794	6.4985	13.9707	20.4692	1.7363	12.9532	14.6895		232,211.6 618	232,211.6 618	14.2246		232,510.3 792

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	224,435.63	243,848.12	206,725.99	245,349	245,349
Manufacturing	40,522.94	15,806.07	6,577.02	35,100	35,100
Medical Office Building	223,838.00	55,510.34	9,602.79	615,838	615,838
Office Park	130,217.35	18,700.21	8,665.95	105,839	105,839
Single Family Housing	341,945.67	360,168.48	313,360.87	371,788	371,788
Strip Mall	257,645.01	244,390.71	118,765.51	1,288,077	1,288,077
Total	1,218,604.60	938,423.93	663,698.14	2,661,991	2,661,991

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Manufacturing	0.00	0.00	0.00	59.00	28.00	13.00	92	5	3
Medical Office Building	0.00	0.00	0.00	29.60	51.40	19.00	60	30	10
Office Park	0.00	0.00	0.00	33.00	48.00	19.00	82	15	3
Single Family Housing	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Strip Mall	0.00	0.00	0.00	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507436	0.069689	0.176394	0.141978	0.043819	0.006429	0.022470	0.018349	0.002445	0.002160	0.006237	0.000474	0.002120

5.0 Energy Detail

2.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
NaturalGas Unmitigated	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.00598e+006	10.8489	92.7084	39.4504	0.5918		7.4956	7.4956		7.4956	7.4956		118,351.1761	118,351.1761	2.2684	2.1698	119,071.4416
Manufacturing	796624	8.5911	78.1004	65.6044	0.4686		5.9356	5.9356		5.9356	5.9356		93,720.5194	93,720.5194	1.7963	1.7182	94,290.8868
Medical Office Building	292285	3.1521	28.6554	24.0705	0.1719		2.1778	2.1778		2.1778	2.1778		34,386.4390	34,386.4390	0.6591	0.6304	34,595.7091
Office Park	694151	7.4859	68.0540	57.1654	0.4083		5.1721	5.1721		5.1721	5.1721		81,664.8276	81,664.8276	1.5652	1.4972	82,161.8261
Single Family Housing	3.45396e+006	37.2486	318.3061	135.4494	2.0317		25.7354	25.7354		25.7354	25.7354		406,348.2494	406,348.2494	7.7883	7.4497	408,821.2171
Strip Mall	39657.8	0.4277	3.8880	3.2659	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.6244	4,665.6244	0.0894	0.0855	4,694.0186
Total		67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5509	743,635.0994

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	796.624	8.5911	78.1004	65.6044	0.4686		5.9356	5.9356		5.9356	5.9356		93,720.5194	93,720.5194	1.7963	1.7182	94,290.8868
Medical Office Building	292.285	3.1521	28.6554	24.0705	0.1719		2.1778	2.1778		2.1778	2.1778		34,386.4390	34,386.4390	0.6591	0.6304	34,595.7091
Apartments Low Rise	1005.98	10.8489	92.7084	39.4504	0.5918		7.4956	7.4956		7.4956	7.4956		118,351.1761	118,351.1761	2.2684	2.1698	119,071.4416
Office Park	694.151	7.4859	68.0540	57.1654	0.4083		5.1721	5.1721		5.1721	5.1721		81,664.8276	81,664.8276	1.5652	1.4972	82,161.8261
Single Family Housing	3453.96	37.2486	318.3061	135.4494	2.0317		25.7354	25.7354		25.7354	25.7354		406,348.2494	406,348.2494	7.7883	7.4497	408,821.2171
Strip Mall	39.6578	0.4277	3.8880	3.2659	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.6244	4,665.6244	0.0894	0.0855	4,694.0186
Total		67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5509	743,635.0994

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Unmitigated	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

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	466.8837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,833.1912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	171.8607	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412		10,374.6131	10,374.6131	9.8881		10,582.2638
Total	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	466.8837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,833.1912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	171.8607	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412		10,374.6131	10,374.6131	9.8881		10,582.2638
Total	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

City of Sacramento 2035 General Plan Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6,195.35	1000sqft	142.23	6,195,350.00	0
Office Park	11,402.57	1000sqft	261.77	11,402,571.00	0
Manufacturing	10,608.10	1000sqft	243.53	10,608,096.00	0
Apartments Low Rise	34,057.00	Dwelling Unit	2,128.56	34,057,000.00	90932
Single Family Housing	35,731.00	Dwelling Unit	11,600.97	64,315,800.00	95402
Strip Mall	5,813.29	1000sqft	133.45	5,813,293.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2035
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Nonresidential land uses were estimated from General Plan employment projections from Mintier Harnish 2014. Residential land uses were obtained from Mintier Harnish 2013. Single Family and Multi Family units were estimated from 2008 Housing Element.

Construction Phase - Construction details are not known. Construction Phase is a placeholder.

Vehicle Trips - VMT and mobile-source emissions were estimated outside of CalEEMod.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	2.00
tblLandUse	LandUseSquareFeet	11,402,600.00	11,402,571.00
tblLandUse	LandUseSquareFeet	10,608,100.00	10,608,096.00
tblLandUse	LandUseSquareFeet	5,813,290.00	5,813,293.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CC_TL	5.00	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CNW_TL	6.50	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	CW_TL	10.00	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HO_TL	6.50	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HS_TL	5.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00
tblVehicleTrips	HW_TL	10.00	0.00

2.0 Emissions Summary

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Energy	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
Mobile	1,676.8337	999.9899	10,052.0628	3.2453	6.4985	14.3443	20.8428	1.7363	13.2970	15.0333		222,155.3013	222,155.3013	14.5193		222,460.2073
Total	5,216.5235	1,655.9259	16,117.8831	7.2453	6.4985	93.0975	99.5960	1.7363	92.0502	93.7864	0.0000	971,666.7502	971,666.7502	38.5743	13.5508	976,677.5705

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Energy	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
Mobile	1,676.8337	999.9899	10,052.0628	3.2453	6.4985	14.3443	20.8428	1.7363	13.2970	15.0333		222,155.3013	222,155.3013	14.5193		222,460.2073
Total	5,216.5235	1,655.9259	16,117.8831	7.2453	6.4985	93.0975	99.5960	1.7363	92.0502	93.7864	0.0000	971,666.7502	971,666.7502	38.5743	13.5508	976,677.5705

	ROG	NOx	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/2/2015	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

3.1 Mitigation Measures Construction

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					
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	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	1,676.8337	999.9899	10,052.0628	3.2453	6.4985	14.3443	20.8428	1.7363	13.2970	15.0333		222,155.3013	222,155.3013	14.5193		222,460.2073
Unmitigated	1,676.8337	999.9899	10,052.0628	3.2453	6.4985	14.3443	20.8428	1.7363	13.2970	15.0333		222,155.3013	222,155.3013	14.5193		222,460.2073

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	224,435.63	243,848.12	206,725.99	245,349	245,349
Manufacturing	40,522.94	15,806.07	6,577.02	35,100	35,100
Medical Office Building	223,838.00	55,510.34	9,602.79	615,838	615,838
Office Park	130,217.35	18,700.21	8,665.95	105,839	105,839
Single Family Housing	341,945.67	360,168.48	313,360.87	371,788	371,788
Strip Mall	257,645.01	244,390.71	118,765.51	1,288,077	1,288,077
Total	1,218,604.60	938,423.93	663,698.14	2,661,991	2,661,991

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Manufacturing	0.00	0.00	0.00	59.00	28.00	13.00	92	5	3
Medical Office Building	0.00	0.00	0.00	29.60	51.40	19.00	60	30	10
Office Park	0.00	0.00	0.00	33.00	48.00	19.00	82	15	3
Single Family Housing	0.00	0.00	0.00	46.50	12.50	41.00	86	11	3
Strip Mall	0.00	0.00	0.00	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507436	0.069689	0.176394	0.141978	0.043819	0.006429	0.022470	0.018349	0.002445	0.002160	0.006237	0.000474	0.002120

5.0 Energy Detail

2.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994
NaturalGas Unmitigated	67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5508	743,635.0994

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.00598e+006	10.8489	92.7084	39.4504	0.5918		7.4956	7.4956		7.4956	7.4956		118,351.1761	118,351.1761	2.2684	2.1698	119,071.4416
Manufacturing	796624	8.5911	78.1004	65.6044	0.4686		5.9356	5.9356		5.9356	5.9356		93,720.5194	93,720.5194	1.7963	1.7182	94,290.8868
Medical Office Building	292285	3.1521	28.6554	24.0705	0.1719		2.1778	2.1778		2.1778	2.1778		34,386.4390	34,386.4390	0.6591	0.6304	34,595.7091
Office Park	694151	7.4859	68.0540	57.1654	0.4083		5.1721	5.1721		5.1721	5.1721		81,664.8276	81,664.8276	1.5652	1.4972	82,161.8261
Single Family Housing	3.45396e+006	37.2486	318.3061	135.4494	2.0317		25.7354	25.7354		25.7354	25.7354		406,348.2494	406,348.2494	7.7883	7.4497	408,821.2171
Strip Mall	39657.8	0.4277	3.8880	3.2659	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.6244	4,665.6244	0.0894	0.0855	4,694.0186
Total		67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5509	743,635.0994

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	796.624	8.5911	78.1004	65.6044	0.4686		5.9356	5.9356		5.9356	5.9356		93,720.5194	93,720.5194	1.7963	1.7182	94,290.8868
Medical Office Building	292.285	3.1521	28.6554	24.0705	0.1719		2.1778	2.1778		2.1778	2.1778		34,386.4390	34,386.4390	0.6591	0.6304	34,595.7091
Apartments Low Rise	1005.98	10.8489	92.7084	39.4504	0.5918		7.4956	7.4956		7.4956	7.4956		118,351.1761	118,351.1761	2.2684	2.1698	119,071.4416
Office Park	694.151	7.4859	68.0540	57.1654	0.4083		5.1721	5.1721		5.1721	5.1721		81,664.8276	81,664.8276	1.5652	1.4972	82,161.8261
Single Family Housing	3453.96	37.2486	318.3061	135.4494	2.0317		25.7354	25.7354		25.7354	25.7354		406,348.2494	406,348.2494	7.7883	7.4497	408,821.2171
Strip Mall	39.6578	0.4277	3.8880	3.2659	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.6244	4,665.6244	0.0894	0.0855	4,694.0186
Total		67.7542	589.7124	325.0060	3.6957		46.8120	46.8120		46.8120	46.8120		739,136.8358	739,136.8358	14.1668	13.5509	743,635.0994

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	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638
Unmitigated	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

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	466.8837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,833.1912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	171.8607	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412		10,374.6131	10,374.6131	9.8881		10,582.2638
Total	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	466.8837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,833.1912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	171.8607	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412		10,374.6131	10,374.6131	9.8881		10,582.2638
Total	3,471.9355	66.2236	5,740.8143	0.3043		31.9412	31.9412		31.9412	31.9412	0.0000	10,374.6131	10,374.6131	9.8881	0.0000	10,582.2638

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Appendix F

Climate Change Modeling Data

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Land Use and Design Element				
GOAL LU 1.1				
Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.				
LU 1.1.4	Leading Infill Growth 🌐. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses. <i>(MPSP)</i>	Supporting		
LU 1.1.5	Infill Development 🌐. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. <i>(RDR/MPSP)</i>	Supporting		
LU 1.1.10	Exceeding Floor-Area-Ratio 🌐. The City may allow new development to exceed the maximum allowed FAR or density if it is determined that the project provides a significant community benefit. <i>(RDR)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 2.1				
<p>City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.</p>				
LU 2.2.2	<p>Waterway Conservation 🌍. The City shall encourage the conservation and restoration of rivers and creeks within the urbanized area as multi-functional open space corridors that complement adjoining development and connect the city’s parks and recreation system to the Sacramento and American rivers. <i>(RDR/MPSP)</i></p>	Supporting		🌍
GOAL LU 2.3				
<p>City of Trees and Open Spaces 🌍. Maintain multi-functional “green infrastructure” consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.</p>				
LU 2.3.1	<p>Open Space System 🌍. The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city’s urbanized areas. <i>(MPSP)</i></p>	Supporting		🌍
GOAL LU 2.4				
<p>City of Distinctive and Memorable Places. Promote community design that produces a distinctive, high-quality built environment whose forms and character reflect Sacramento’s unique historic, environmental, and architectural context, and create memorable places that enrich community life.</p>				
LU 2.4.1	<p>Unique Sense of Place 🌍. The City shall promote quality site, architectural and</p>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (RDR)				
GOAL LU 2.5				
City Connected and Accessible 🌐. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.				
LU 2.5.1	Connected Neighborhoods, Corridors, and Centers 🌐. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. (RDR)	Supporting		
LU 2.5.2	Overcoming Barriers to Accessibility 🌐. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers. (MPSP/RDR)	Supporting		
GOAL LU 2.6				
City Sustained and Renewed 🌐. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.				
LU 2.6.1	Sustainable Development Patterns 🌐. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
of energy and other resources; and facilitate walking, bicycling, and transit use. (RDR)				
LU 2.6.3	<p>Revitalization Strategies 🌍. The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including:</p> <ul style="list-style-type: none"> ▪ Targeted public investments. ▪ Development incentives. ▪ Public-private partnerships. ▪ Revised development regulations and entitlement procedures. ▪ Implementation of City-sponsored studies and master plans. <p>(MPSP/RDR/FB/JP)</p>	Supporting		
LU 2.6.4	<p>Sustainable Building Practices 🌍. The City shall promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. (RDR/IGC)</p>	Supporting		🌍
LU 2.6.5	<p>Existing Structure Reuse 🌍. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste. (RDR)</p>	Supporting		
LU 2.6.6	<p>Efficiency Through Density 🌍. The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from</p>	233	5,419	🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste. (RDR)			
LU 2.6.7	Green Building Retrofit 🌍. The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a higher green building standard such as as CalGreen Tier 1 or Tier 2 or Leadership in Energy and Environmental Design (LEED). (RDR)	Supporting		🌍
LU 2.6.8	Heat Island Effect 🌍. The City shall reduce the “heat island effect” by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots. (RDR)	Supporting		🌍
LU 2.6.9	Sustainability Leader 🌍. The City shall expand existing partnerships with educational institutions, neighborhood groups, businesses, and community organizations to continue efforts to maintain the City’s status as an environmental “green” leader. (PI/IGC/JP)	Supporting		
LU 2.6.10	Promote Resiliency 🌍. The City shall continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of air quality, food availability, renewable energy systems, sustainable land use and the reduction of GHGs. (PI/IGC)	Supporting		🌍
LU 2.6.11	Promote Green Building 🌍. The City shall work with local groups and organizations to develop programs (e.g., home tours) to celebrate and raise awareness about innovative green building projects in both new and existing	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
buildings. (PI/IGC)				
GOAL LU 2.7				
City Form and Structure. Require excellence in the design of the city’s form and structure through development standards and clear design direction.				
LU 2.7.6	Walkable Blocks 🌐. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. (RDR)	Supporting		
GOAL LU 2.8				
City Fair and Equitable. Ensure fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services, including participation in public planning for the future.				
LU 2.8.4	Sustainability For All 🌐. The City shall identify and work with existing groups, such as schools, neighborhood associations, and non profits, to identify issues and opportunities for engaging them in sustainability efforts, and ensure that all possible segments of the community are included in the City’s sustainability efforts and outreach. (PI/IGC)	Supporting		🌐
LU 2.8.6	Jobs Housing Balance 🌐. The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<i>(RDR/MPSP)</i>				
<p>Goal LU 4.1</p> <p>Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.</p>				
LU 4.1.1	<p>Mixed-Use Neighborhoods 🌐. The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. <i>(RDR)</i></p>	Supporting		
LU 4.1.2	<p>Neighborhood Amenities 🌐. The City shall encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents. <i>(RDR/MPSP)</i></p>	Supporting		
LU 4.1.3	<p>Walkable Neighborhoods 🌐. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit. <i>(RDR/MPSP)</i></p>	Supporting		
LU 4.1.4	<p>Traditional Grid 🌐. The City shall require all new neighborhoods to be designed with traditional grid block sizes. <i>(RDR)</i></p>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
LU 4.1.6	Connecting Key Destinations 🌐. The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes. <i>(RDR/MPSP)</i>	Supporting		
LU 4.1.7	Neighborhood Transitions. The City shall provide for appropriate transitions between different land use and urban form designations along the alignment of alleys or rear lot lines and along street centerlines, in order to maintain consistent scale, form, and character on both sides of public streetscapes. <i>(RDR)</i>	Supporting		
LU 4.1.8	Connections to Open Space 🌐. The City shall ensure that new and existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents. <i>(RDR/MPSP)</i>	Supporting		
LU 4.1.9	Neighborhood Street Trees 🌐. The City shall encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest. <i>(RDR/MPSP)</i>	Supporting		🌐
LU 4.1.10	Family-Friendly Neighborhoods 🌐. The City shall promote the development of family-friendly neighborhoods throughout the city that provide housing that accommodates families of all sizes and provides safe and convenient access to schools, parks, and other family-oriented amenities and services. <i>(RDR/MPSP)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 4.2				
Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.				
LU 4.2.1	<p>Enhanced Walking and Biking 🌍. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:</p> <ul style="list-style-type: none"> ▪ Introducing new pedestrian and bicycle connections ▪ Adding bike lanes and designating and signing bike routes ▪ Narrowing streets where they are overly wide ▪ Introducing planting strips and street trees between the curb and sidewalk ▪ Introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements (<i>RDR/MPSP</i>) 	Supporting		
LU 4.2.2	<p>Enhanced Urban Forest 🌳. The City shall pursue opportunities to enhance the urban forest in existing suburban neighborhoods by undertaking neighborhood street tree planting programs that introduce more trees into the public right-of-way, rather than depending on trees in private yards. Potential strategies include the following:</p> <ul style="list-style-type: none"> ▪ Introducing new planting strips and street trees between the curb and sidewalk ▪ Creating tree wells in existing sidewalks ▪ Adding trees to public parks and greenways (<i>MPSP/SO</i>) 	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 4.3				
Traditional Neighborhoods. Retain the pedestrian-scale, pre-automobile form, and lush urban forest that typifies traditional neighborhoods and contributes to their special sense of place.				
LU 4.3.1	Traditional Neighborhood Protection 🌍. The City shall protect the pattern and character of Sacramento’s unique traditional neighborhoods, including the street-grid pattern, architectural styles, tree canopy, and access to public transit, neighborhood services and amenities. (RDR)	Supporting		
LU 4.3.2	Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density 🌍. Within the Traditional Neighborhood Medium Density designation, the City shall grant an exception to the maximum density standard for the construction of duplexes and halfplexes on corner parcels of a traditionally scaled block. (RDR)	Supporting		
GOAL LU 4.4				
Urban Neighborhoods. Promote vibrant, high-density, mixed-use urban neighborhoods with convenient access to employment, shopping, entertainment, transit, civic uses (e.g., school, park, place of assembly, library, or community center), and community-supportive facilities and services.				
LU 4.4.6	Mix of Uses 🌍. The City shall encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces. (RDR)				
GOAL LU 4.5				
New Neighborhoods 🌐. Ensure that complete new neighborhoods embody the city’s principles of Smart Growth and Sustainability.				
LU 4.5.2	Compact Neighborhoods 🌐. The City shall require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities. (RDR)	Supporting		
LU 4.5.3	Green Neighborhoods 🌐. The City shall encourage new development to build to a green neighborhood rating standard and apply for certification in a green neighborhood system such as LEED-ND (Leadership in Energy and Environmental Design-Neighborhood Development). (RDR)	Supporting		
LU 4.5.4	New Neighborhood Core 🌐. The City shall encourage all parts of new neighborhoods to be within ½-mile of a central gathering place that is located on a collector or minor arterial and that includes public space, shopping areas, access to transit, and community-supportive facilities and services. (RDR)	Supporting		
LU 4.5.5	Connections to Transit 🌐. The City shall require new neighborhoods to include transit stops that can be connected to and support a citywide transit	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
system and are within a 1/2-mile walking distance of all dwellings. <i>(RDR/MPSP)</i>				
GOAL LU 5.1				
<p>Centers. Promote the development throughout the city of distinct, well-designed mixed-use centers that are efficiently served by transit, provide higher-density, urban housing opportunities and serve as centers of civic, cultural, and economic life for Sacramento’s neighborhoods and the region.</p>				
LU 5.1.2	Centers Served by Transit 🌐. The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access. <i>(RDR)</i>	Supporting		
LU 5.1.4	Vertical and Horizontal Mixed-Use 🌐. The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within commercial centers and mixed-use centers, particularly residential and office uses over ground floor retail. <i>(RDR)</i>	Supporting		
LU 5.1.5	Vertical and Horizontal Mixed-Use 🌐. The City shall discourage low-intensity and auto-oriented uses around transit stations. <i>(RDR)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 5.3				
Traditional Centers 🌐. Promote traditional centers where people can shop and socialize within walking distance of surrounding neighborhoods.				
GOAL LU 5.4				
Regional Commercial Centers. Establish major mixed-use activity centers through development and reinvestment in existing regional commercial centers that are vibrant, regionally-accessible destinations where people live, work, shop, and congregate in a mix of retail, employment, entertainment, and residential uses.				
LU 5.4.1	Incorporating Housing and Employment Uses 🌐. The City shall promote the introduction of housing and employment uses in the city’s existing regional commercial centers as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. <i>(RDR)</i>	Supporting		
LU 5.4.2	Enhanced Design Character 🌐. The City shall encourage reuse of and reinvestment in existing regional commercial centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian-friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well-appointed streetscapes and plazas. <i>(RDR)</i>	Supporting		
LU 5.4.3	Connectivity to Regional Centers 🌐. The City shall require greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. <i>(RDR/MPSP)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 5.5				
Urban Centers. Promote the development of high-density urban centers that are readily accessible by transit and contain a dynamic mix of retail, employment, cultural, and residential uses.				
LU 5.5.1	Urban Centers 🌐. The City shall promote the development of a series of urban centers, as designated in the Land Use & Urban Form Diagram, that create significant opportunities for employment, housing, and commercial activity in areas outside of the Central Business District (CBD). (RDR)	Supporting		
GOAL LU 5.6				
Central Business District. Promote the Central Business District (CBD) as the regional center of the greater Sacramento area for living, commerce, culture, and government.				
LU 5.6.2	Family-Friendly Downtown 🌐. The City shall promote the CBD as a family-friendly area by requiring the development of a variety of housing types, daycare and school facilities, family-oriented services, and parks, plazas, and open spaces that will safely and comfortably accommodate those who wish to raise a family. (RDR)	Supporting		
LU 5.6.3	Mixed-Use Downtown Development 🌐. The City shall support a mixed-use, vibrant CBD by encouraging innovative mixed-use development resulting in development consistent with Sacramento’s commitment to environmental sustainability. (RDR)	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 6.1				
<p>Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.</p>				
LU 6.1.1	<p>Mixed-Use Corridors 🌐. The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas. <i>(RDR)</i></p>	Supporting		
LU 6.1.2	<p>Transformed Corridors 🌐. The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services and complete streets. <i>(RDR)</i></p>	Supporting		
LU 6.1.3	<p>Efficient Parcel Utilization 🌐. The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their reuse. <i>(MPSP/JP)</i></p>	Supporting		
LU 6.1.4	<p>Corridor Uses 🌐. The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian-oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. <i>(RDR)</i></p>	Supporting		
LU 6.1.6	<p>Conversion to Residential 🌐. The City shall support proposals to convert</p>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses. (RDR)				
LU 6.1.8	<p>Corridor Transit 🌐. The City shall require design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as:</p> <ul style="list-style-type: none"> ▪ Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities ▪ Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel (RDR/MPSP) 	Supporting		
LU 6.1.9	<p>Enhanced Pedestrian Environment 🌐. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:</p> <ul style="list-style-type: none"> ▪ On-street parking between sidewalk and travel lanes ▪ Few curb cuts and driveways ▪ Enhanced pedestrian street crossings ▪ Building entrances oriented to the street ▪ Transparent ground floor frontages ▪ Street trees ▪ Streetscape furnishings ▪ Pedestrian-scaled lighting and signage (RDR/MPSP) 	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 7.1				
Employment Centers. Encourage employee-intensive uses throughout the city in order to strengthen Sacramento’s role as a regional and West Coast employment center and to encourage transit ridership and distribute peak hour commute directions.				
LU 7.1.2	Housing in Employment Centers 🌐. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City’s ability to attract and maintain employment-generating uses. (RDR)	Supporting		
LU 7.1.4	Urban Design 🌐. The City shall require that new and renovated employment center development be designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality “campus environment,” characterized by the following: <ul style="list-style-type: none"> ▪ A highly interconnected system of streets and walkable blocks ▪ Buildings sited around common plazas, courtyards, walkways, and open spaces ▪ Extensive on-site landscaping that emphasizes special, features such as entryways, and screens parking lots and service areas ▪ A coordinated and well-designed signage program for tenant identification and way finding ▪ Attractive streetscapes and lighting to promote pedestrian activity ▪ Clearly marked entrance drives, pedestrian routes, and building entries that minimize potential conflict between service vehicles, private automobiles, and pedestrians 	Supporting		



		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> Facilities and services such as child care, cafes, and convenience retail that address employee needs. (RDR) 				
<p>GOAL LU 8.2</p> <hr/> <p>Special Uses. Provide for the development of Special Uses (e.g., assembly facilities, live-work studios, and care facilities) that are included within several Land Use and Urban Form Designations.</p>				
LU 8.2.2	<p>Artist Enclaves/Live-Work Studios 🌐. The City shall support and encourage the development, reuse, and conversion of certain areas of the city and existing buildings to create art districts, live-work studios, and affordable residential enclaves for artists and their families. (RDR/MPSP)</p>	Supporting		
LU 8.2.6	<p>Farmers/Public Markets 🌐. The City shall continue to support existing farmers markets, public markets, and similar activities and encourage the development of additional markets throughout the city to provide residents with access to fresh, local produce, and convenient shopping. (RDR)</p>	Supporting		
LU 8.2.7	<p>Locally-Grown and Organic Foods 🌐. The City shall allow urban farms and market gardens at a scale that is appropriate to Sacramento’s neighborhoods, particularly in areas that lack access to fresh healthy foods, and have vacant or underutilized land. (RDR/PI)</p>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL LU 9.1				
Open Space, Parks, and Recreation. Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.				
LU 9.1.3	Connected Open Space System 🌐. The City shall ensure that new development does not create barriers to the connections among the various parts of the city’s parks and open space systems. (RDR)	Supporting		
GOAL LU 10.1				
Growth and Change. Ensure annexation and city expansion is consistent with the Regional Blueprint principles, SACOG MTP/SCS, and the City’s Vision and Guiding Principles, and t provides regional and community benefits.				
LU 10.1.3	Regional and Community Benefits 🌐. The City shall require that regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following: <ul style="list-style-type: none"> ▪ A mix of land uses that results in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region. ▪ Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality. 	Supporting		

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Sustainable infrastructure and community facilities, where adequate land is provided for such facilities, and construction and ongoing maintenance are funded by proposed development. ▪ Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other non-urbanized areas that serve as buffers or “greenbelts” for public use. ▪ Net fiscal benefits are achieved by both the City and County, with minimal impacts to affected special districts. (MPSP/RDR) 			
<p>Implementation Program: Land Use Element</p>			
<p>3. In conjunction with the City’s Priority Investment Areas Program, , the City shall identify key infill sites in opportunity areas and established infill areas and ensure that major entitlements and incentives (e.g., rezone, CIP investment, environmental review, and economic development assistance) are in place to facilitate development. 🌍 (IGC/FB)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): LU 1.1.4; LU 1.1.5; ED 3.1.3 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019; Ongoing 	<p>Supporting</p>		
<p>5. As part of the Planning and Development Code Update and development review process, the City shall:</p> <ul style="list-style-type: none"> • <u>Require that residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet include on-site renewable energy systems (e.g., solar photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site, or an equivalent energy savings from energy efficiency improvements that exceed</u> 	<p>13,942</p>	<p>34,964</p>	<p>🌍</p>

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p><u>minimum building code requirements.</u></p> <ul style="list-style-type: none"> • Streamline the permitting and interconnection process for solar photovoltaic systems. • Remove barriers related to the implementation of green building strategies and to include incentives that are not currently in the City Code (i.e., Green Development Code). • Update and/or establish criteria and standards to require water efficiency upgrades as a condition of issuing permits for renovations or additions of existing buildings that involve plumbing fixtures consistent with SB 407, which requires single-family homes and multi-family and commercial properties built before January 1, 1994, to upgrade noncompliant plumbing fixtures to water- efficient models at transfer of property. • Explore options to improve parking lot shading requirements to improve the health and vigor of the trees. Allow additional trees and landscaping to be installed in existing parking lots without requiring replacement of lost parking spaces (when increase in building area or change in use is not being proposed). • Explore options to require paving for new development to meet minimum Solar Reflectance Index (SRI) values; and incorporate cool pavement technology into the regular maintenance of existing streets, sidewalks, parking areas, and bike lanes. • Establish a limit on area of impervious surface allowable and require the use of pervious surface materials in new developments to improve groundwater recharge and limit saltwater intrusion. • Develop and adopt building design standards/guidelines that require conveniently located exterior electrical outlets to improve the ease of using electrical landscaping equipment and vehicles rather than gas-powered equipment. • Allow “market gardens”, which are gardens or orchards where fruits and vegetables can be to be sold, as a primary or accessory use in all zones, subject to restrictions that limit impacts on surrounding uses. • Allow agriculture, as defined in the Planning and Development Code, by right in industrial zones. • Provide incentives for developers to include community gardens and rooftop gardens in new development projects. “☞ (RDR) <p>▪ Implements Which Policy(ies): LU 2.6.2, LU 2.6.4, LU 2.6.7, LU 2.6.8, LU 2.6.11</p>			

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 			
<p>6. The City shall actively collaborate with regional agencies and neighboring jurisdictions to ensure that planning for future development and reuse projects incorporates risks from climate change effects/impacts. 🌍 (IGC)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): LU 2.6.10, LU 2.6.11 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	Supporting		
<p>15. The City shall update the City's project selection process for publicly-subsidized buildings to include sustainability and energy efficiency as a priority in both the bidding process and as an evaluation criteria. 🌍 (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): LU 8.1.5 ▪ Responsible Department(s): Department of General Services ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 	Supporting		
Historic and Cultural Resources Element			

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL HCR 2.1				
Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city’s historic and cultural resources to enrich our sense of place and our understanding of the city’s prehistory and history.				
HCR 2.1.6	Planning 🌐. The City shall take historical and cultural resources into consideration in the development of planning studies and documents. <i>(MPSP/PSR)</i>	Supporting		
HCR 2.1.7	Historic Resource Property Maintenance 🌐. The City shall encourage maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters. <i>(RDR/PI)</i>	Supporting		
HCR 2.1.10	Early Project Consultation 🌐. The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process. <i>(RDR/JP/PI)</i>	Supporting		
HCR 2.1.11	Compatibility with Historic Context 🌐. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources. <i>(RDR)</i>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
HCR 2.1.12	Contextual Features 🌐. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features (e.g., structures, landscapes, street lamps, signs) related to historic resources. (RDR)	Supporting		
HCR 2.1.14	Adaptive Reuse 🌐. The City shall encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible. (RDR/SO)	Supporting		
HCR 2.1.15	Demolition 🌐. The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource. (RDR)	Supporting		
HCR 2.1.17	Preservation Project Review 🌐. The City shall review and evaluate proposed development projects to minimize impacts on identified historic and cultural resources, including projects on Landmark parcels and parcels within Historic Districts, based on applicable adopted criteria and standards. (RDR)	Supporting		
Implementation Program: Historic and Cultural Resources Element				
Table 4-3: Program 3. The City shall ensure that public and private projects and activities involving historic and cultural resources are consistent with the General Plan and Preservation sections in the Planning and Development Code and shall periodically review and update appropriate procedures, including possible avenues for assistance, and possible sanctions for non-compliance. 🌐 (RDR) <ul style="list-style-type: none"> Implements Which Policy(ies): HCR 2.1.2; HCR 2.1.4; HCR 2.1.6; HCR 2.1.10; HCR 2.1.11; 		Supporting		🌐

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p>HCR 2.1.17</p> <ul style="list-style-type: none"> Responsible Department(s): Community Development Department Supporting Department(s): Department of General Services; Public Works Department, Economic Development Department Timing: Ongoing 			
<p>Table 4-3: Program 4. The City shall review its established minimum maintenance standards for historic properties and identify other options and programs to provide for maintenance and upkeep of historic properties and resources. 🌍 (RDR/PI)</p> <ul style="list-style-type: none"> Implements Which Policy(ies): HCR 2.1.7 Responsible Department(s): Community Development Department Supporting Department(s): Economic Development Department Timing: 2009-2011 	Supporting		
<p>Table 4-3: Program 9. The City shall identify funding to develop planning and design guidance documents to assist property owners with appropriate rehabilitation and energy efficiency retrofit options for historic and potentially-eligible properties that will comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties. (RDR/PI) 🌍</p> <ul style="list-style-type: none"> Implements Which Policy(ies): HCR 2.1.1; HCR 2.1.4 Responsible Department(s): Community Development Department Supporting Department(s): N/A Timing: Ongoing 	Supporting		🌍
Economic Development Element			

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL ED 1.1				
Business Climate. Maintain a supportive business climate that increases the City’s ability to retain and expand existing businesses and attract businesses.				
ED 1.1.7	Sustainable Business Program 🌐. The City shall support ongoing efforts of the Business Environmental Resource Center (BERC) efforts to advance sustainable business programs. <i>(P)</i>	Supporting		
GOAL ED 3.1				
Land, Sites, and Opportunity Areas. Retain, attract, expand, and develop businesses by providing readily available and suitable sites with appropriate zoning and access.				
ED 3.1.9	Tech Businesses. 🌐 The City shall recruit technology businesses (e.g., green technology and research and development) in key target industries. <i>(MPSP/PSR)</i>	Supporting		🌐
Mobility Element				
GOAL M 1.3				
Barrier Removal 🌐. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.				
M 1.3.3	Improve Transit Access 🌐. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	working with RT to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover. <i>(RDR/MPSP/IGC)</i>			
M 1.3.5	Connections to Transit Stations 🌐. The City shall provide and improve connections to transit stations by identifying, prioritizing, and seeking funding to plan and construct roadways, bikeways and pedestrian improvements within ½ mile of existing and planned transit stations. Such improvements shall emphasize the development of complete streets. <i>(MPSP/SO)</i>	Supporting		
GOAL M 1.4				
Transportation Demand Management. Reduce reliance on the private automobile.				
M 1.4.1	Increase Vehicle Occupancy 🌐. The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase regional average vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, road and parking pricing, and other methods. <i>(MPSP/PI)</i>	Supporting		
M 1.4.2	Automobile Commute Trip Reduction 🌐. The City shall encourage developers to reduce the number of single-occupant vehicle commute trips to	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	their sites by vigorously enforcing the existing trip reduction ordinance in the City Code. <i>(P/PI)</i>			
M 1.4.3	Transportation Management Associations 🌐. The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips. <i>(JP/PI)</i>	Supporting		
GOAL M 1.5				
Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.				
M 1.5.1	Facilities for Emerging Technologies 🌐. The City shall assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. <i>(RDR/JP)</i>	Supporting		
M 1.5.2	Use of Public Rights-of-Way 🌐. The City shall provide for the use of public rights-of-way, especially at transit stations and major activity centers, where appropriate for emerging technology support facilities such as advanced fueling stations. <i>(RDR/SO)</i>	Supporting		
M 1.5.4	Regional Emissions Reductions 🌐. The City shall support its partner agencies in their efforts to remove gross polluters from the regional vehicle fleet. <i>(IGC/JP)</i>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
M 1.5.5	Support Zero- and Low-Emission Vehicle Adoption 🌐. The City shall continue to collaborate with its State and regional partners to support)rapid adoption of zero-emissions and low-emission vehicles, including standardizing infrastructure and regulations for public electric vehicle charging stations, streamlining the permit-process for private electric vehicle charging stations (including home charging stations), developing guidelines and standards for dedicated and preferential parking for zero- and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).	Supporting		
GOAL M 2.1				
Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.				
M 2.1.1	Pedestrian Master Plan 🌐. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. (MPSP)	5,239	5,517	
M 2.1.2	Sidewalk Design 🌐. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space). (MPSP) (CAP Action 2.1.1)	Supporting		
M 2.1.3	Streetscape Design 🌐. The City shall require that pedestrian-oriented streets be	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. <i>(MPSP) (CAP Action 2.1.1)</i>			
M 2.1.4	Cohesive and Continuous Network 🌐. The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate. <i>(MPSP) (CAP Action 2.1.1)</i>	Supporting		
M 2.1.5	Housing and Destination Connections 🌐. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers. <i>(RDR)</i>	Supporting		
M 2.1.7	Safe Pedestrian Crossings 🌐. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe pedestrian crossings. <i>(SO)</i>	Supporting		
M 2.1.9	Safe Sidewalks 🌐. The City shall require pedestrian facilities to be constructed and maintained in compliance with adopted design standards. <i>(RDR)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL M 3.1				
Safe, Comprehensive, and Integrated Transit System 🌐. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.				
M 3.1.1	Transit for All 🌐. The City shall support a well-designed transit system that provides accessibility and mobility for all Sacramento residents, workers and visitors. The City shall enhance bicycle and pedestrian access to stations. <i>(IGC)</i>	Supporting		
M 3.1.2	Increase Transit Service 🌐. The City shall work with transit operators and community partners to increase public transit service (i.e. frequency, number of lines and stops, dedicated transit lanes) above and beyond what is already planned in the MTP/SCS, as funding is available. <i>(CAP Action 2.4.1)</i>	Supporting		
M 3.1.3	Expand Transit Coverage 🌐. The City shall work with transit operators and community partners to develop and implement a policy that expands affordable public transportation coverage to within one-quarter of a mile of all city residents, as funding is available. <i>(IGC)</i>	Supporting		
M 3.1.4	Maintain Services 🌐. The City shall work with transit providers to maintain and enhance services within the city that are frequent, reliable, timely, cost-effective, and responsive to growth patterns and enhance transit where feasible and as funding allows. <i>(IGC)</i>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
M 3.1.5	Variety of Transit Types 🌐. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, car sharing, bike sharing, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers, and visitors. <i>(MPSP)</i>	Supporting		
M 3.1.8	Safe System 🌐. The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city. <i>(IGC)</i>	Supporting		
M 3.1.9	Transit Amenities 🌐. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay, and improve transit speed, reliability and operating efficiency. <i>(MPSP/SO/IGC)</i>	Supporting		
M 3.1.10	Transit Service 🌐. The City shall support the enhancement and improvement of transit service, particularly in Frequent Transit Corridors and street segments where transit is prioritized in the Roadway Network and Street Typologies section. <i>(IGC)</i>	Supporting		
M 3.1.12	New Facilities 🌐. The City shall work with transit providers and private developers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, new station	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	locations, bus stops, and transit patron waiting area amenities (i.e. benches, real-time traveler information screens). <i>(MPSP/IGC)</i>			
M 3.1.13	Right-of-Way Preservation 🌍. The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for transit services and/or non-motorized transportation facilities. <i>(MPSP/IGC)</i>	Supporting		
M 3.1.14	Direct Access to Stations 🌍. The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. <i>(RDR)</i>	Supporting		
M 3.1.15	Light Rail Extensions and Enhancements 🌍. The City shall support the extension of light rail service to Sacramento International Airport, further extension in South Sacramento, and other improvements to facilities such as the 65 th Street, Royal Oaks, and Swanston stations. <i>(MPSP/IGC)</i>	Supporting		
M 3.1.16	Streetcar Facilities 🌍. The City shall support the development of streetcar lines and related infrastructure and services in the Central City and other multi-modal districts. <i>(MPSP)</i>	Supporting		
M 3.1.17	Dedicated Bus Facilities 🌍. The City shall consider the provision of dedicated bus lanes and related infrastructure where transit is clearly prioritized in the	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Roadway Network and Street typologies section of this General Plan. <i>(MPSP)</i>				
M 3.1.18	Developer Contributions 🌐. Consistent with the City’s established transportation impact analysis and mitigation procedures, the City shall require developer contributions for bus facilities and services and related improvements. <i>(RDR/FB)</i>	Supporting		
M 3.1.19	Transit Extension Studies 🌐. The City shall continue to support transit service extension and expansion studies. <i>(PSR)</i>	Supporting		
M 3.1.20	City Defined Transit Infrastructure and Services 🌐. The City shall work with transit operators to define and contribute to the delivery of public transit facilities and services that are aligned with the City’s priorities consistent with the goals and policies of the General Plan. <i>(IGC/FB)</i>	Supporting		
GOAL M 3.2				
Long-Distance Passenger Rail Services. Support long-distance passenger rail service.				
M 3.2.1	Passenger Rail Service 🌐. The City shall encourage and promote the enhancement of passenger rail service to and through the Sacramento area, including the development of new infrastructure and services associated with the California High Speed Rail Project. <i>(IGC/PI)</i>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
M 3.2.2	Sacramento Intermodal Transportation Facility 🌐. The City shall support the development of the Sacramento Intermodal Transportation Facility. <i>(MPSP/JP)</i>	Supporting		
M 3.2.3	Transcontinental Passenger Rail Service 🌐. The City shall support the continued provision and enhancement of transcontinental passenger rail service to Sacramento by Amtrak. <i>(IGC)</i>	Supporting		
M 3.2.4	Capitol Corridor 🌐. The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. <i>(IGC)</i>	Supporting		
M 3.2.5	High Speed Rail Service 🌐. The City shall support and advocate extension of High Speed Rail service to Sacramento. <i>(MPSP/IGC)</i>	Supporting		
GOAL M 3.3				
<p>Private Transit Services. Support the development and provision of privately funded and/or privately-operated transit services that support citywide and regional goals by reducing single-occupant vehicle (SOV) trips, vehicle miles traveled and greenhouse gas (GHG) emissions.</p>				
M 3.3.1	Inter-City Bus Service 🌐. The City shall promote the continued operation and expansion of private inter-city bus service. <i>(JP/PI)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL M 4.2				
<p>Complete Streets 🌐. The City and other agencies with jurisdiction over roadways within City limits shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.</p>				
M 4.2.1	<p>Accommodate All Users 🌐. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. <i>(MPSP)</i></p>	Supporting		
M 4.2.2	<p>Pedestrian and Bicycle-Friendly Streets 🌐. In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street construction projects support pedestrian travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways). <i>(MPSP)</i></p>	Supporting		
M 4.2.3	<p>Adequate Street Tree Canopy 🌐. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an</p>	Supporting		🌐

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
adequate street tree canopy. <i>(MPSP)</i>				
M 4.2.4	Pedestrian and Bicycle Facilities on Bridges 🌐. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. <i>(MPSP)</i>	Supporting		
M 4.2.5	Multi-Modal Corridors 🌐. Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available. <i>(MPSP)</i>	Supporting		
M 4.2.6	Identify and Fill Gaps in Complete Streets 🌐. The City shall identify streets that can be made more “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation. <i>(PSR)</i>	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL M 4.3				
<p>Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.</p>				
M 4.3.1	<p>Neighborhood Traffic Management 🌐. The City shall continue wherever possible to design streets and approve development applications that reduce high traffic flows and maintain parking availability within residential neighborhoods. (RDR/MPSP) (CAP Action 2.1.1)</p>	Supporting		
M 4.3.2	<p>Traffic Calming Measures 🌐. Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes/chokers, and geometric design features. (CAP Action 2.1.1)</p>	873	919	

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL M 4.4				
Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.				
M 4.4.2	Transportation Performance Metrics 🌐. The City shall apply appropriate transportation performance metrics and thresholds in a manner consistent with State law and the community values expressed in the goals and policies of this general plan when measuring transportation system impacts for subsequent projects, making General Plan consistency determinations, and developing transportation financing programs. <i>(RDR/MPSP/FB)</i>	Supporting		
M 4.4.3	One-way to Two-way Street Conversions 🌐. The City shall consider one-way streets for potential conversion into two-way to make them more transit, bicycle, and pedestrian friendly. <i>(MPSP/PSR)</i>	Supporting		
M 4.4.4	Traffic Signal Management 🌐. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes. <i>(CAP Action 2.6.1)</i>	10,431	27,816	

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL M 5.1				
Integrated Bicycle System 🌐. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City’s bicycle mode share goal as documented in the Bicycle Master Plan.				
M 5.1.1	Bicycle Master Plan 🌐. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bicycle Master Plan, (MPSP) (CAP Action 2.3.1)	Supporting		
M 5.1.2	Appropriate Bikeway Facilities 🌐. The City shall provide bikeway facilities that are appropriate to the street classifications and type, number of lanes, traffic volume, and speed on all rights-of-way. (MPSP)	Supporting		
M 5.1.3	Continuous Bikeway Network 🌐. The City shall provide a continuous bikeway network consisting of bike-friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers). (PI)	Supporting		
M 5.1.4	Conformance to Applicable Standards 🌐. The City shall require all bikeways to conform to applicable Federal, State, and City standards while considering a full range of innovative bikeway design best practices.(MPSP)	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
M 5.1.5	Motorists, Bicyclists, and Pedestrian Conflicts 🌐. The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections. <i>(MPSP/PI)</i>	Supporting		
M 5.1.6	Connections between New Development and Bicycle Facilities 🌐. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. <i>(RDR)</i>	Supporting		
M 5.1.7	Bikeway Requirements 🌐. The City shall provide bike lanes on all repaved and/or reconstructed arterial and collector streets to the maximum extent feasible. The appropriate facility type for each roadway segment shall be consistent with the Roadway Network and Street Typologies defined in this General Plan. <i>(RDR)</i>	Supporting		
M 5.1.8	Connections between New Development and Bikeways 🌐. The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project. <i>(RDR)</i>	Supporting		
M 5.1.9	Conversion of Underused Facilities 🌐. The City shall convert underused rights-of-way, including drainage canals, freeway easements, railroad corridors, and underutilized travel and parking lanes to bikeways bicycle and/or pedestrian	Supporting		

2035 General Plan Sustainability Policies and Programs




		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
facilities where possible and appropriate. <i>(MPSP/SO)</i>				
M 5.1.10	Bike Safety for Children 🌐. The City shall support infrastructure improvements and programs that encourage children to bike safely to school. <i>(MPSP/SO)</i>	Supporting		
M 5.1.11	Bike Facilities in New Developments 🌐. The City shall require that major new development projects (e.g., , employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. <i>(RDR)</i>	Supporting		
M 5.1.12	Bicycle Parking at Transit Facilities 🌐. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations. <i>(IGC/JP)</i>	Supporting		
M 5.1.13	Public Information and Education 🌐. The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling. <i>(PI)</i>	Supporting		





2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
M 5.1.14	Encourage Bicycle Use 🌍. The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common. <i>(PI)</i>	Supporting		
GOAL M 6.1				
Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.				
M 6.1.1	Appropriate Parking 🌍. The City shall manage public parking and regulate the provision and management of private parking to support parking availability and auto access to neighborhoods across the city, with consideration for access to existing and funded transit service, mixed-use development, and shared parking opportunities. <i>(RDR)</i>	Supporting		
M 6.1.2	Reduce Minimum Parking Standards 🌍. The City shall reduce minimum parking standards over time and eliminate minimum parking requirements when and where appropriate to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. <i>(RDR/PSR)</i>	Supporting		
M 6.1.4	Reduction of Parking Areas 🌍. The City shall strive to reduce the amount of land devoted to parking through such measures as the elimination or reduction of	Supporting		





2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	minimum off-street parking requirements in selected areas or citywide, support for the development of shared public parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. (RDR)			
M 6.1.7	Disincentives for Single-Occupant Vehicle Trips 🌐. The City shall discourage single-occupant vehicle trips through parking supply and management programs and policies, including pricing of on-street and/or off-street parking, where appropriate to maintain adequate availability. (RDR/SO)	Supporting		
M 6.1.8	Separate Parking Costs 🌐. The City shall allow projects to separate the cost of parking from the cost of commercial and/or residential space in lease or sale agreements. (RDR)	Supporting		
GOAL M 9.1				
Transportation Funding. Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City’s mobility goals.				
M 9.1.3	Use of Pricing 🌐. The City shall consider pricing travel and parking, where necessary, to manage the traffic and/or parking demand and the availability of parking. Parking revenues should provide funding for the development, operation and maintenance of transportation services, including public transit. (FB)	Supporting		

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Implementation Program: Mobility Element			
<p>Table 4-6: Program 1 . Consistent with the policies for the Roadway Network and Street Typologies section of this element, the City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to prioritize selected modes for each street/facility segment based on the function of each segment within the larger transportation network, its existing form, and the land use and urban design context. (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 1.2.1; M 1.2.2; M 1.2.3; M 2.1.8; M 4.2.1; M 4.2.3; M 4.2.4; M 5.1.2; M 5.1.6; M 5.1.10 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 	Supporting		
<p>Table 4-6: Program 2 . The City shall update its Traffic Impact Analysis and mitigation guidelines to recognize contemporary methodologies for CEQA compliance and to reflect goals and policies of the General Plan. Mitigation recommendations should recognize the General Plan priorities for pedestrian, bicycle, and transit improvements before recommending improvements for increasing vehicular capacity. (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 1.2.2 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	Supporting		
<p>Table 4-6: Program 3 . The City shall identify in the Pedestrian and Bicycle Master Plans improvements to link employment centers to surrounding neighborhoods and overcoming barriers such as freeways, creeks, railroads, etc. (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 1.3.3; M 1.3.4; M 1.3.5; M 2.1.5; M 4.2.4 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ 2014-2019 	Supporting		

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p>Table 4-6: Program: 4  The City shall update and enhance its Transportation System Management program consistent with the policies of the General Plan including compliance with State laws and or regulations related to parking cash out programs. (MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 1.4.1–M 1.4.4 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 			
<p>Table 4-6: Program: 5  The City shall identify economic incentives for private transportation partners seeking to enhance mobility in the Central City, centers, corridors, employment centers, and other high-intensity districts in the city. (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 1.5.3; M 3.3.1; M 3.3.2; M 3.3.3 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): Public Works Department ▪ Timing: Ongoing 			
<p>Table 4-6: Program: 6  The City shall review and update its Pedestrian Master Plan every 5-10 years. (MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 2.1.1;M 2.1.2; M 2.1.3; M 2.1.8; M 2.1.12; M 4.2.2 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: 2020-2035 			
<p>Table 4-6: Program: 7  The City shall implement facility improvements defined in the Pedestrian Master Plan to achieve an annual expansion of one percent of the existing pedestrian network (including sidewalks and off-street paths). (CAP Action 2.2.1)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): 2.1.1;M 2.1.2; M 2.1.3; M 2.1.8; M 2.1.12; M 4.2.2 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 			

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p>Table 4-6: Program: 10 . The City shall review and update its Bicycle Master Plan every 10 years. (MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 2.1.12; M 5.1.1; M 5.1.2; M 5.1.5 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019, 2020-2035 	Supporting		
<p>Table 4-6: Program: 11 . The City shall implement the Bikeway Master Plan by (1) increasing, or causing to be increased the amount of secure bicycle parking within the City by 50 locations annually, and (2) expanding the existing bikeway system by 5 percent annually. (CAP Action 2.3.1)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 2.1.12; M 5.1.1; M 5.1.2; M 5.1.5 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 	26,195	27,584	
<p>Table 4-6: Program: 14 . The City shall work with Sacramento RT and community partners to increase public transit service above and beyond what is already planned in the 2035 Metropolitan Transportation Plan by 5 percent in 2020 and 10 percent in 2030. (CAP Action 2.4.1)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M-3.1.2; M 3.1.3 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): Community Development Department ▪ Timing: Ongoing 	43,658	91,947	
<p>Table 4-6: Program: 15 . The City shall conduct a study to analyze bike and pedestrian facilities on existing bridges to identify deficiencies and feasible improvements. (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 4.2.4 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A 	Supporting		

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Timing: 2014-2019 			
<p>Table 4-6: Program: 16 🌐. The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled residential permit parking areas during the day for commercial reasons. (RDR/PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 6.1.6 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 	Supporting		
<p>Table 4-6: Program: 18 🌐. The City shall prepare and adopt a citywide multimodal transportation development impact fee program to support the development of all travel modes needed for new development, including transportation and TDM programs and services. (FB)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): M 9.1.1; M 9.1.2 ▪ Responsible Department(s): Public Works Department ▪ Supporting Department(s): N/A ▪ Timing: 20014-2019 			
Utilities Element			
<p>GOAL U 1.1</p> <hr/> <p>High-Quality Infrastructure and Services. Provide and maintain efficient, high-quality public infrastructure facilities and services throughout the city.</p>			
<p>U 1.1.8 Infill Areas 🌐. The City shall identify and prioritize infill areas for infrastructure improvements. (PS)</p>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 1.1.9	Joint-Use Facilities 🌐. The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities. <i>(IGC/SO)</i>	Supporting		
GOAL U 2.1				
High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the city’s Place of Use and assure a high-quality and reliable supply of water to existing and future residents.				
U 2.1.2	Increase water supply sustainability 🌐. The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited. <i>(MPSP)</i>	Supporting		🌐
U 2.1.10	Water Conservation Standards 🌐. The City shall achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State’s 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010). <i>(RDR)</i>	6,593	7,984	🌐
U 2.1.11	Water Conservation Programs 🌐. The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. <i>(RDR/MPSP/SO)</i>	Supporting		🌐

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 2.1.12	Water Conservation Enforcement 🌍. The City shall continue to enforce City ordinances that prohibit the waste or runoff of water, establish limits on outdoor water use, and specify applicable penalties. (RDR)	Supporting		🌍
U 2.1.13	Recycled Water 🌍. The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable. (PSR)	-	532	🌍
U 2.1.14	Rain Capture 🌍. The City shall promote the use of rain barrels and rain gardens to conserve water, while not increasing the occurrence of disease vectors. (PI)	Supporting		🌍
U 2.1.15	Landscaping 🌍. The City shall continue to require the use of water-efficient and river-friendly landscaping in all new development, and shall use water conservation gardens (e.g., Glen Ellen Water Conservation Office) to demonstrate and promote water conserving landscapes. (RDR/PI)	Supporting		🌍
U 2.1.16	River-Friendly Landscaping 🌍. The City shall promote "River Friendly Landscaping" techniques which include the use of native and climate appropriate plants; sustainable design and maintenance; underground (water-efficient) irrigation; and yard waste reduction practices. (RDR/PI)	Supporting		🌍
U 2.1.17	Water Conservation Outreach 🌍. The City shall continue providing public education (e.g., Bluethumb Program) and conducting outreach campaigns to	Supporting		🌍

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p>promote water conservation efforts. Programs should highlight specific water-wasting activities to discourage, such as the watering of non-vegetated surfaces and using water to clean sidewalks and driveways, and educate the community about the importance of water conserving techniques. Water efficiency training and certification for irrigation designers, installers, and property managers should also be offered. (PI)</p>				
<p>GOAL U 3.1</p> <hr/> <p>Adequate and Reliable Sewer and Wastewater Facilities. Provide adequate and reliable sewer and wastewater facilities that collect, treat, and safely dispose of wastewater.</p>				
<p>U 3.1.2</p>	<p>New Developing Areas 🌍. The City shall ensure that public facilities and infrastructure are designed to meet ultimate capacity needs. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure that could contribute to growth beyond what is anticipated in the General Plan. (MPSP)</p>	<p>Supporting</p>		<p>🌍</p>
<p>U 3.1.5</p>	<p>Methane Recovery 🌍. The City shall support the efforts of the Sacramento Regional County Sanitation District (SRCSD) to develop and maintain methane recovery facilities and coordinate efforts to evaluate methane emissions and potential capture at primary and secondary clarifiers and force system mains; maintain methane recovery systems and digester gas combustion systems at wastewater treatment plants; develop waste-to-energy projects at 50 percent of wastewater treatment plants; and evaluate potential for biofuel production at the</p>	<p>Supporting</p>		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Sacramento Regional Wastewater Treatment Plant. (IGC)				
GOAL U 4.1				
Adequate Stormwater Drainage. Provide adequate stormwater drainage facilities and services that are environmentally sensitive, accommodate growth, and protect residents and property.				
U 4.1.2	<p>Master Planning 🌐. The City shall implement a master plan program to:</p> <ul style="list-style-type: none"> Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations) Consider the use of “green infrastructure” and Low Impact Development (LID). <i>(MPSP)</i> 	Supporting		🌐
U 4.1.5	<p>Green Stormwater Infrastructure 🌐. The City shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality). <i>(RDR)</i></p>	Supporting		🌐

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 4.1.6	New Development 🌐. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure” and Low Impact Development (LID) techniques, to prevent on- or off-site flooding. (RDR)	Supporting		🌐
GOAL U 5.1				
Solid Waste Facilities. Provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse.				
U 5.1.1	Zero Waste 🌐. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. In the interim, the City shall achieve a waste reduction goal of 75 percent diversion from the waste stream over 2005 levels by 2020 and 90 percent diversion over 2005 levels by 2030, and shall support the Solid Waste Authority in increasing commercial solid waste diversion rates to 30 percent. (SO/MPSP) [Source: 2012 CAP, Action4.2.1]	102,313	185,626	
U 5.1.2	Landfill Capacity 🌐. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity within the Sacramento Region to reduce greenhouse gas emissions. (IGC)	1,804	1,804	
U 5.1.4	Equitably Distributed and Compatible Facilities 🌐. The City shall ensure that solid waste and recycling facilities are distributed equitably throughout the city, avoiding over-concentration in areas that are well-served, and shall ensure	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	that facility location and design are compatible with surrounding land uses (e.g., by incorporating adequate buffers, siting facilities appropriately to maintain the integrity of surrounding development). <i>(MPSP)</i>			
U 5.1.8	Diversion of Waste 🌍. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities. <i>(MPSP/SO)</i>	Supporting		
U 5.1.10	Composting and Grasscycling Programs 🌍. The City shall sponsor educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn). <i>(PI)</i>	Supporting		
U 5.1.11	City Recycling 🌍. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities. <i>(SO)</i>	Supporting		
U 5.1.12	Food Waste Recycling 🌍. The City shall develop a food waste recycling program. <i>(PSR/SO)</i>	Supporting		
U 5.1.13	Recycled Materials for Goods Packaging 🌍. The City shall support State legislation calling for the use of recycled materials and smaller packaging of retail goods and require that retail establishments use recycled materials for goods packaging in lieu of plastic bags. <i>(IGC)</i>	Supporting		

2035 General Plan Sustainability Policies and Programs







		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 5.1.14	Recycled Materials in New Construction 🌍. The City shall encourage the use of recycled materials in new construction. <i>(PI)</i>	Supporting		
U 5.1.15	Recycling and Reuse of Construction Wastes 🌍. The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor. <i>(RDR)</i>	Supporting		
U 5.1.16	Waste for Energy Generation 🌍. The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation, and shall support efforts to remove organic waste from landfills and produce renewable energy from organic waste using technology such as gasification or anaerobic digestion. <i>(SO)</i> <i>[Source: 2012 CAP]</i>	Supporting		🌍
U 5.1.17	Local Recycled Materials Market 🌍. The City shall continue to provide incentives to encourage the development of a local market for recycled materials. <i>(RDR/SO)</i> <i>[Source: 2012 CAP]</i>	Supporting		
U 5.1.20	Multi-family Recycling Ordinance 🌍. The City shall support the Solid Waste Authority to inform and advise multifamily rental property owners and managers of the recycling requirements contained in the Multi-family Recycling Ordinance (SWA Ordinance 21). <i>(RDR/PI/JP)</i> <i>[Source: 2012 CAP]</i>	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 5.1.21	Waste Composting and Recycling for Landscapes 🌍. The City shall sponsor educational programs regarding the use of waste composting and yard waste recycling for landscapes in lieu of fertilizer. (PI)	Supporting		
U 5.1.22	Composting and Vermiculture 🌍. The City shall promote home composting and vermiculture to reduce GHG emissions by reducing the amount of organic waste (e.g., cellulose-based waste, paper, food waste) that is sent to landfills. (PI) <i>[Source: 2012 CAP]</i>	Supporting		
U 5.1.23	Containerized Yard Waste Program 🌍. The City shall provide, in conjunction with the mandatory Green Waste Container Program, education and outreach to residents on the topic of composting leaves, grass trimmings, tree and shrub prunings, Christmas trees, and sod (with dirt removed).(SO/PI) <i>[Source: 2012 CAP]</i>	Supporting		
U 5.1.24	Greencycle 🌍. The City shall support the Solid Waste Authority’s Sacramento Greencycle effort (i.e., regional garden refuse processing plant). (IGC) <i>[Source: 2012 CAP]</i>	Supporting		
U 5.1.25	Educational Programs 🌍. The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges). (PI)	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL U 6.1				
Adequate Level of Service. Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.				
U 6.1.2	Peak Electric Load of City Facilities 🌐. The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures. (SO)	Supporting		🌐
U 6.1.3	City Fleet Fuel Consumption 🌐. The City shall reduce its fleet’s fuel GHG emissions by 75 percent by 2020 compared to the baseline year of 2005, and City operations shall be substantially fossil free (e.g., electricity, motor fuels). (SO)	Supporting		🌐
U 6.1.4	Energy Efficiency of City Facilities 🌐. The City shall improve energy efficiency of City facilities to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)	Supporting		🌐
U 6.1.5	Energy Consumption per Capita 🌐. The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)	Supporting		🌐

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
U 6.1.6	Renewable Energy 🌍. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities. <i>(RDR/PI)</i>	Supporting		
U 6.1.7	Solar Access 🌍. The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. <i>(RDR)</i>	Supporting		
U 6.1.8	Other Energy Generation Systems 🌍. The City shall promote the use of locally shared solar, wind, and other energy generation systems as part of new planned developments. <i>(RDR/PI)</i>	Supporting		
U 6.1.9	Green Businesses 🌍. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities. <i>(IGC/JP)</i>	Supporting		
U 6.1.10	Utility Programs 🌍. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions.. <i>(IGC/JP/PI)</i>	Supporting		
U 6.1.11	Energy Efficiency Improvements 🌍. The City shall develop and implement energy efficiency standards for existing buildings, and provide incentives for	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
	property owners to make improvements necessary to meet minimum energy efficiency standards . (RDR/MPSP)			
U 6.1.13	Energy Efficient Incentives 🌍. The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting. (MPSP)	Supporting		🌍
U 6.1.14	Co-generation Programs 🌍. The City shall work with energy providers (e.g., SMUD, PG&E) to encourage the industrial sector to participate in co-generation programs. (IGC/JP/PI) [Source: 2012 CAP]	Supporting		🌍
U 6.1.15	Energy Efficiency Partnerships 🌍. The City shall continue to build partnerships (e.g., Sacramento County Business Environmental Resource Center (BERC) and SMUD) to promote energy efficiency and conservation for the business community and residents. (IGC/JP) [Source: 2012 CAP]	4,222	5,096	🌍
U 6.1.16	Energy Efficiency Appliances 🌍. The City shall encourage builders to supply Energy STAR appliances and HVAC systems in all new residential developments, and shall encourage builders to install high-efficiency boilers where applicable, in all new non-residential developments. (RDR) [Source: 2012 CAP]	Supporting		🌍
U 6.1.17	Sustainable Development and Resource Conservation Education 🌍. The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation. (IGC/JP/PI)	Supporting		🌍

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Implementation Program: Utilities Element			
<p>Table 4-7: Program 2. The City shall update existing and develop new fee programs to ensure adequate funding is available to provide infrastructure improvements for new development, including infill. The City shall conduct a study to evaluate alternative fee schedules for sewer, water, parks, and other services that are based on a building's performance and its impacts on public infrastructure and services. 🌍 (FB/PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 1.1.7 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	Supporting		🌍
<p>Table 4-7: Program 5. The City shall review and update its Water Distribution System Master Plan every 5 years. As part of the next Urban Water Management Plan update, the City shall explore the economic costs and benefits associated with recycled water, and identify areas appropriate for additional piping infrastructure. 🌍 (MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 2.1.3; U 2.1.4; U 2.1.5 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019, 2020-2035 	Supporting		🌍
<p>Table 4-7: Program 9. The City shall continue to install water meters in residential units constructed prior to 1992 and in new developments, and shall incorporate and use automated meter infrastructure (AMI) in both commercial and residential water metering. 🌍 (RDR/SO)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 2.1.3; U 2.1.4; U 2.1.5, U 2.1.10, U 2.1.11 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): General Services and Development Services Timing: Ongoing 	Supporting		🌍






2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<p>Table 4-7: Program 14. The City shall seek grant funding to reduce water use in the City's parks and open spaces, and enhance the cost-feasibility of reclaimed water for certain parks and industrial sites. 🌍 (FB/SO)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 2.1.11; U 2.1.16 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): General Services and Development Services ▪ Timing: Ongoing 	Supporting		🌍
<p>Table 4-7: Program 17. The City shall seek funding for pilot green infrastructure and Low Impact Development (LID) techniques in the CSS system and incorporate into CSS rehabilitation projects. 🌍 (FB)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 3.1.4 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 	Supporting		🌍
<p>Table 4-7: Program 19. The City shall adopt a Drainage System Development Impact Fee to ensure equitable distribution of drainage system improvement costs to developers. 🌍 (RDR/FB)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 4.1.5 ▪ Responsible Department(s): Utilities ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	Supporting		🌍
<p>Table 4-7: Program 20. The City shall develop a junk-mail prevention outreach program that helps residents voluntarily opt-out of receiving junk mail. 🌍 (PI)</p> <ul style="list-style-type: none"> ▪ Implements: Which Policy(ies): U 5.1.1 ▪ Responsible Department(s): General Services ▪ Supporting Department(s): Community Development Department 	Supporting		

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Timing: 2020-2035 			
<p>Table 4-7: Program 21. The City shall, based on available funding, expand availability of public recycling containers in public parks, along commercial corridors and public right-of-ways, and reduce the waste generated from public events. 🌍 (SO)</p> <ul style="list-style-type: none"> ▪ Implements: Which Policy(ies): U 5.1.8; U 5.1.11; ▪ Responsible Department(s): Parks and Recreation Department ▪ Supporting Department(s): Department of Utilities; Community Development Department ▪ Timing: 2014-2019, Ongoing 	Supporting		
<p>Table 4-7: Program 22. The City shall develop and implement residential audit programs that educate residents and businesses on what materials can and cannot be recycled and when and where to recycle. 🌍 (PI)</p> <ul style="list-style-type: none"> ▪ Implements: Which Policy(ies): U 5.1.25 ▪ Responsible Department(s): Department of Utilities ▪ Supporting Department(s): Community Development Department ▪ Timing: 2020-2035 	Supporting		
<p>Table 4-7: Program 24. The City shall prepare a plan to achieve its energy efficiency targets. 🌍 (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.2; U 6.1.3; U 6.1.4; U 6.1.5 ▪ Responsible Department(s): Department of General Services ▪ Supporting Department(s): Department of Utilities; Community Development Department ▪ Timing: 2014-2019 	Supporting		🌍
<p>Table 4-7: Program 25. The City shall enroll all applicable municipal facilities in Demand Response Programs and promote onsite energy generation and/or storage to help reduce peak energy demands and offset energy costs. 🌍 (SO)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.2; U 6.1.4 	Supporting		🌍




2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 			
<p>Table 4-7: Program 26. The City shall support and promote local energy utility programs that result in energy efficiency and the generation of renewable energy, and shall work with utility providers to report on the enrollment and performance of such programs as part of the annual General Plan Review. (IGC/PI)</p> <ul style="list-style-type: none"> • Implements Which Policy(ies): U 6.1.5; U 6.1.6; U 6.1.7; U 6.1.8 • Responsible Department(s): Community Development Department • Supporting Department(s): N/A • Timing: Ongoing 	190,590	198,113	
<p>Table 4-7: Program 27. The City shall maintain the Clean Energy Sacramento program (i.e., clean energy financing district managed by Ygrene Energy) and shall report annually on financing provided for energy efficiency, renewable energy, and water efficiency upgrades and retrofits for all types of real property (residential, commercial and industrial).  (PSR/FB)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.6; U 2.1.11 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 	19,076	19,942	
<p>Table 4-7: Program 28. The City shall work with community partners to develop and implement a voluntary rental housing program to improve the energy efficiency of existing rental units (both single-family and multi-family). If the voluntary program does not achieve an average energy savings of 15 percent per unit in at least 10,000 units/year by the end of 2014, the program may switch to mandatory energy efficiency improvements for rental housing.  (RDR)</p>	296	694	

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.5; U 6.1.11; U 6.1.12; U 6.1.13 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 			
<p>Table 4-7: Program 29. The City shall develop and adopt a Commercial Energy Conservation Ordinance (CECO) that requires the implementation of mandatory energy efficiency standards for all commercial and industrial properties. CECO would involve retrofitting existing commercial and industrial buildings for which a building permit is pulled for renovation or addition above a specified project size threshold. 🌍 (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.5; U 6.1.11; U 6.1.12; U 6.1.13 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	40,366	76,804	🌍
<p>Table 4-7: Program 31. The City shall conduct a study to explore the feasibility of an advanced waste-to-energy conversion program, focusing on organics or other non-recyclable, problematic portions of the waste stream. The study shall include consideration for the City developing a “demonstration energy park,” and shall identify future opportunities for a waste-to-energy program on a regional, cooperative basis with SMUD, Sacramento County, and others. 🌍 (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.14; U 5.1.16 ▪ Responsible Department(s): Department of Utilities ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 	Supporting		🌍
<p>Table 4-7: Program 32. The City shall prepare solar guidelines for new development, including standards for sites, subdivisions, buildings, landscaping, passive solar design, solar water and space heating, and solar thermal swimming pool heaters; as well as the exceptions and exclusions for solar given Sacramento's latitude and solar angle. 🌍 (RDR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.7 	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2020-2035 			
<p>Table 4-7: Program 33. The City shall work with City partners (e.g., Sacramento County) and energy providers (e.g., SMUD and PG&E) to develop and maintain a "shovel ready" program for renewable energy development. Considerations should include:</p> <ul style="list-style-type: none"> • Collaborating with SMUD in identifying possible sites for production of renewable energy using local renewable resources such as solar, wind, small hydro, and biomass. • Evaluating potential land use, environmental, economic, and other constraints affecting the development of renewable resources within city limits. • Establishing a protocol for reviewing a proposed alternative energy project against existing City policies and ordinances. The protocol should identify optimal locations and best means to avoid noise, aesthetic, and other potential land use compatibility conflicts. <p> (MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 6.1.15; U 6.1.6 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2020-2035 	Supporting		
<p>7. The City shall continue to implement and expand educational programs and media campaigns to promote and educate the public about the 3R's (i.e., reduce, reuse, recycle) and the benefits of resource conservation, recycling, composting, and responsible purchasing.  (PI)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): U 5.1.21, U 5.1.25 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): N/A ▪ Timing: 2014-2019 	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Public Health and Safety Element				
GOAL PHS 4.1				
Response to Natural and Human-Made Disasters. Promote public safety through planning, preparedness, and emergency response to natural and human-made disasters.				
PHS 4.1.1	Multi-Hazard Emergency Plan 🌐. The City shall maintain and implement the Sacramento County Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism. (MPSP)	Supporting		🌐
PHS 4.1.7	Vulnerable Populations 🌐. The City shall support community organizations that address social equity issues related to climate change effects/impacts to assess resilience of low- income communities and guide relevant future policy/program development. (PSR/IGC)	Supporting		🌐
GOAL PHS 5.1				
Human Services and Healthy Communities. Improve the provision of human services and promote public health and safety.				
PHS 5.1.7	Climate Change Impacts 🌐. The City shall continue to analyze information on potential impacts of climate change on government operations and the local economy, and actively share results to foster public awareness and support for adaptation policy. (PSR)	Supporting		🌐

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
PHS 5.1.8	Climate Change Education 🌐. The City shall incorporate climate change effects and impacts into public emergency preparedness education programs, with special consideration given to effective methods to communicate the issue to a general audience. <i>(PI)</i>	Supporting		🌐
PHS 5.1.9	Healthy Communities 🌐. The City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit. <i>(RDR)</i>	Supporting		🌐
PHS 5.1.10	Pest/Vector Management 🌐. The City shall coordinate with appropriate agencies (e.g., Sacramento-Yolo Mosquito and Vector Management District) to support pest/vector management strategies (e.g., mosquito control), require drainage of untreated pools and other water features in homes and businesses that are vacant or in sale proceedings, and enhance public awareness of vector control.. <i>(IGC/PI)</i>	Supporting		🌐
PHS 5.1.11	Integrated Pest Management 🌐. The City shall continue development and implementation of the City’s Integrated Pest Management (IPM) program at City facilities. <i>(MPSP)</i>	Supporting		🌐

2035 General Plan Sustainability Policies and Programs





		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
PHS 5.1.12	Active Living 🌍. The City shall promote active living (i.e., a lifestyle that incorporates physical activity into the routines of daily life) by establishing pedestrian and bicycle connections between neighborhoods, centers, corridors, and transportation facilities. <i>(RDR)</i>	Supporting		🌍
PHS 5.1.13	Heat Waves 🌍. The City shall work with labor organizations, the business community, and County and State health and safety agencies to publicize programs and standards for preventing heat-related illness in employees who work outdoors, and continue to operate cooling centers, and publicize precautions for preventing heat-related illness during heat waves. <i>(IGC/PI)</i>	Supporting		🌍
PHS 5.1.14	Cooling Centers 🌍. The City shall support efforts of the Sacramento Office of Emergency Services to continue to operate "cooling centers" during heat events to ensure adequate space is available for residents at all times of the week (including nights), with backup generators. <i>(MPSP/IGC)</i>	Supporting		🌍
PHS 5.1.15	Air Quality Alerts 🌍. The City shall continue to partner with SMAQMD to enhance awareness of air quality index alerts and related outreach and education to protect the health of residents. <i>(IGC/PI)</i>	Supporting		🌍
Implementation Program: Public Health and Safety Element				
Table 4-9: Program 15. The City shall review and update its Multi Hazard Emergency Plan every 5 years. During the next update the City shall account for increased potential for black- outs in summertime. 🌍 <i>(MPSP)</i>		Supporting		🌍

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Implements Which Policy(ies): PHS 4.1.1 ▪ Responsible Department(s): Emergency Services ▪ Supporting Department(s): Police Department; Fire Department; Public Works Department; Department of Utilities ▪ Timing: 2014-2019, 2020-2035 			
<p>Table 4-9: Program 18. As part of the implementation of the Sacramento County Multi-Hazard Mitigation Plan, the City shall participate in the development of a seasonal multi-hazard public education campaign to enhance public awareness of the risk of natural hazards, disaster preparedness, climate change impacts, and how citizens can reduce exposure to hazard-related losses. 🌍 (PI)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): PHS 4.1.6 ▪ Responsible Department(s): Emergency Services ▪ Supporting Department(s): Police Department; Fire Department ▪ Timing: 2014-2019, Ongoing 	Supporting		🌍
Environmental Resources Element			
GOAL ER 1.1			
<p>Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers, and their shorelines.</p>			
<p>ER 1.1.1 Conservation of Open Space Areas 🌍. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city’s watershed, creeks, and the Sacramento and American rivers. (RDR/MPSP)</p>	Supporting		🌍

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
ER 1.1.8	Clean Watershed 🌍. The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Keep Our Waters Clean), based on watershed sanitary survey recommendations. (MPSP/SO) <i>[Source: 2012 CAP]</i>	Supporting		🌍
ER 1.1.9	Groundwater Recharge 🌍. The City shall protect open space areas that are currently used for recharging groundwater basins, have the potential to be used for recharge, or may accommodate floodwater or stormwater. (RDR/MPSP) <i>[Source: 2012 CAP]</i>	Supporting		🌍
GOAL ER 2.1				
Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.				
ER 2.1.1	Resource Preservation 🌍. The City shall encourage new development to preserve on-site natural elements that contribute to the community’s native plant and wildlife species value and to its aesthetic character. (RDR/MPSP)	Supporting		🌍
ER 2.1.2	Conservation of Open Space 🌍. The City shall continue to preserve, protect, and provide appropriate access to designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains, provided access would not disturb sensitive habitats or species. (MPSP/IGC)	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
ER 2.1.3	Natural Lands Management 🌍. The City shall promote the preservation and restoration of contiguous areas of natural habitat throughout the city and support their integration with existing and future regional preserves. <i>(RDR/IGC)</i>	Supporting		
ER 2.1.4	Retain Habitat Areas 🌍. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors. <i>(RDR/IGC)</i>	Supporting		
ER 2.1.5	Riparian Habitat Integrity 🌍. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive nonnative plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat in compliance with State and Federal regulations or at a minimum 1:1 ratio, in perpetuity. <i>(RDR/IGC)</i>	Supporting		
ER 2.1.6	Wetland Protection 🌍. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-	Supporting		

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
net-loss of value and/or function. <i>(RDR/IGC)</i>				
ER 2.1.7	Annual Grasslands 🌍. The City shall preserve and protect native grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat. <i>(RDR/IGC)</i>	Supporting		🌍
ER 2.1.8	Oak Woodlands 🌍. The City shall preserve and protect oak woodlands, heritage oaks, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species, and shall address all adverse impacts on oak woodlands in accordance with the City’s Heritage Tree Ordinance. <i>(RDR)</i>	Supporting		🌍
ER 2.1.9	Wildlife Corridors 🌍. The City shall preserve, protect, and avoid impacts to natural, undisturbed habitats that provides movement corridors for sensitive wildlife species. If corridors are adversely affected, damaged habitat shall, be replaced with habitat of equivalent value or enhanced to enable the continued movement of species. <i>(RDR/MPSP)</i>	Supporting		🌍
ER 2.1.14	Climate Change-related Habitat Shifts 🌍. The City shall support the efforts of The Natomas Basin Conservancy and other habitat preserve managers to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for	Supporting		🌍

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
species to move as climate shifts. (IGC) [Source: 2012 CAP]				
ER 2.1.15	Climate Change-related Habitat Restoration and Enhancement 🌍. The City shall support active habitat restoration and enhancement to reduce impact of climate change stressors and improve overall resilience of habitat within existing parks and open space in the city. The City shall support the efforts of Sacramento County to improve the resilience of habitat areas in the American River Parkway.	Supporting		🌍
ER 2.1.16	Public Education. The City shall support educational programs for residents and visitors about the uniqueness and value of the natural resources, plants, and wildlife in the region, and how to manage development to preserve native wildlife populations, to the extent they are consistent with habitat protection requirements. (PI)	Supporting		🌍
GOAL ER 3.1				
Urban Forest 🌍. Manage the city’s urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents’ quality of life.				
ER 3.1.1	Urban Forest Management Plan 🌍. The City shall maintain and implement an Urban Forest Management Plan. (MPSP)	Supporting		🌍
ER 3.1.2	Manage and Enhance 🌍. The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees.	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<i>(RDR/MPSP/SO)</i>				
ER 3.1.3	Trees of Significance 🌍. The City shall require the retention of City trees Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation. <i>(RDR/MPSP)</i>	Supporting		🌍
ER 3.1.4	Visibility of Commercial Corridors 🌍. The City shall balance the tree canopy of the urban forest with the need for visibility along commercial corridors, including the selection of tree species with elevated canopies. <i>(RDR)</i>	Supporting		🌍
ER 3.1.5	Solar Access 🌍. The City shall promote plantings and tree placement recognizing solar access for alternative energy systems may be limited. <i>(RDR/PI)</i>	Supporting		🌍
ER 3.1.6	Urban Heat Island Effects 🌍. The City shall continue to promote planting shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects. <i>(RDR/PI)</i>	Supporting		🌍
ER 3.1.7	Shade Tree Planting Program 🌍. The City shall continue to provide shade trees along street frontages within the city. <i>(MSPS)</i>	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
ER 3.1.8	Public Education 🌍. The City shall promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees. <i>(IGC/JP/PI)</i>	Supporting		🌍
ER 3.1.9	Funding 🌍. The City shall provide adequate funding to manage and maintain the city’s urban forest on City property, including tree planting, training, maintenance, removal, and replacement. <i>(SO/FB)</i>	Supporting		🌍
GOAL ER 4.1				
Urban Agriculture and Access to Locally Grown Foods 🌍. Expand urban agriculture and food production and increase the distribution and sale of locally grown fresh food.				
ER 4.1.1	Community and Rooftop Gardens 🌍. The City shall provide incentives for developers to include community gardens and rooftop gardens in new development projects. <i>(RDR/PI)</i>	Supporting		🌍

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL ER 4.2				
Growth and Agriculture 🌍. Support preservation and protection of agricultural lands and operations outside of the city for their value for open space, habitat, flood protection, aesthetics, and food security by working with surrounding jurisdictions.				
ER 4.2.1	Protect Agricultural Lands 🌍. The City shall encourage infill development and compact new development within the existing urban areas of the city in order to minimize the pressure for premature conversion of productive agricultural lands for urban uses. <i>(RDR)</i>	Supporting		🌍
ER 4.2.2	Permanent Preservation 🌍. The City shall work with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the 2009 City Limits to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River. <i>(IGC/JP)</i>	Supporting		🌍
ER 4.2.3	Coordinate to Protect Farmland 🌍. The City shall continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city. <i>(RDR/IGC)</i>	Supporting		🌍

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
GOAL ER 6.1				
Improved Air Quality 🌍. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.				
ER 6.1.1	Maintain Ambient Air Quality Standards 🌍. The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution. <i>(RDR/IGC)</i>	Supporting		🌍
ER 6.1.2	New Development 🌍. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM ₁₀ and PM _{2.5}) through project design. <i>(RDR)</i>	Supporting		🌍
ER 6.1.3	Emissions Reduction 🌍. The City shall require development projects that exceed SMAQMD ROG and NO _x operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project. <i>(RDR)</i>	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
ER 6.1.5	Community Greenhouse Gas Reductions 🌍. The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49% percent and 83% percent by 2035 and 2050, respectively. (RDR)	Supporting		
ER 6.1.6	Municipal Greenhouse Gas Reductions 🌍. The City shall maintain and implement its Phase 1 Climate Action Plan to reduce municipal GHG emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 49 percent and 83 percent by 2035 and 2050, respectively. (SO)	Supporting		
ER 6.1.7	Greenhouse Gas Reduction in New Development 🌍. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions. (RDR)	Supporting		
ER 6.1.8	Climate Change Assessment and Monitoring 🌍. The City shall continue to assess and monitor performance of GHG emission reduction efforts beyond 2020, progress toward meeting long-term GHG emission reduction goals, the effects of climate change, and the levels of risk in order to plan a community that can adapt to changing climate conditions and be resilient to negative changes and	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
impacts. (PSR)				
ER 6.1.9	Coordination with SMAQMD 🌍. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design. (RDR/IGC)	Supporting		🌍
ER 6.1.10	Reduced Emissions for City Operations 🌍. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for City operations. (SO)	Supporting		🌍
ER 6.1.11	Fleet Operations 🌍. The City shall continue to purchase low-emission vehicles for the City’s fleet and to use available clean fuel sources for trucks and heavy equipment. (SO)	Supporting		🌍
ER 6.1.12	Zero-Emission and Low-Emission Vehicle Use 🌍. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles. (RDR/PI)	Supporting		🌍
ER 6.1.13	Preference for Reduced-Emission Equipment 🌍. The City shall give preference to contractors using reduced-emission equipment for City	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations. <i>(SO/JP)</i>				
ER 6.1.14	Air Quality Education 🌍. The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region. <i>(PI)</i>	Supporting		🌍
Implementation Program: Environmental Resources Element				
Table 4-10: Program 3. The City shall review and update its Urban Forest Management Plan every 10 years. 🌍 (MPSP) <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.1 ▪ Responsible Department(s): Department of Public Works ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019; 2020-2035 		Supporting		🌍
Table 4-10: Program 4. The City shall identify funding for the development and implementation of a street tree master planting plan for major transportation corridors. 🌍 (MPSP) <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.1; ER 3.1.2; ER 3.1.4; ER 3.1.6; ER 3.1.7 ▪ Responsible Department(s): Department of Public Works ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019, Ongoing 		Supporting		🌍
Table 4-10: Program 5. The City shall continue to work with local and regional tree experts to review and update every 5 years a list of preferred tree species that are adapted to Sacramento’s climate and cultural conditions, and are expected to survive in hotter, drier future climate conditions. 🌍 (PSR) [Source: 2012 CAP] <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.2; ER 3.1.7 		Supporting		🌍

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Responsible Department(s): Department of Public Works ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019, 2020-2035 			
<p>Table 4-10: Program 6. The City shall prepare and continually update an inventory of trees within the city. 🌍 (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.2; ER 3.1.3 ▪ Responsible Department(s): Department of Public Works ▪ Supporting Department(s): Parks and Recreation; Community Development Department ▪ Timing: 2014-2019, Ongoing 	Supporting		🌍
<p>Table 4-10: Program 7. The City shall prepare and adopt an ordinance to require tree replacements for loss of heritage trees. 🌍 (RDR/MPSP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.3 ▪ Responsible Department(s): Community Development Department ▪ Supporting Department(s): Department of Public Works ▪ Timing: 2014-2019 	Supporting		🌍
<p>Table 4-10: Program 8. The City shall work with local organizations and residents to continue park and street tree planting and tree replacement programs with a goal of adding 1,000 new trees annually. 🌍 (SO)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.2; ER 3.1.3; ER 3.1.7 ▪ Responsible Department(s): Department of Public Works ▪ Supporting Department(s): N/A ▪ Timing: Ongoing 	Supporting		🌍
<p>Table 4-10: Program 9. The City shall incorporate sustainable design into park development standards and shall coordinate with Urban Forest Services and Sacramento Tree Foundation to pursue grant funding to add trees to parks. 🌍 (RDR/PI)</p>	Supporting		🌍

2035 General Plan Sustainability Policies and Programs

	2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
<ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 3.1.2; ER 3.1.9 ▪ Responsible Department(s): Parks and Recreation ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019, Ongoing 			
<p>Table 4-10: Program 10. The City shall amend the Parks and Recreation Master Plan to promote community gardens in both new growth and infill development areas. 🌍 (RDR/PI)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 4.1.1; ER 4.1.2 ▪ Responsible Department(s): Parks and Recreation ▪ Supporting Department(s): Community Development Department ▪ Timing: 2014-2019 	Supporting		
<p>Table 4-10: Program 11. The City shall work with local and regional partners to seek funding to develop and maintain a regional demonstration garden and training center and demonstration gardens in each City Council District for public education on community gardens and rooftop gardens. 🌍 (FB/IGC/JP)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 4.1.1; ER 4.1.2 ▪ Responsible Department(s): Parks and Recreation ▪ Supporting Department(s): Community Development Department Timing: 2020-2035 	Supporting		
<p>Table 4-10: Program 12. The City shall work with SMUD, Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and others to develop and regularly update the city’s Greenhouse Gas Emissions Inventory at least every five years. 🌍 (PSR)</p> <ul style="list-style-type: none"> ▪ Implements Which Policy(ies): ER 6.1.5; ER 6.1.6; ER 6.1.8 ▪ Responsible Department(s): General Services ▪ Supporting Department(s): Community Development Department; Department of Public Works; Utilities Department 	Supporting		

		2020 GHG Reduction (MT CO2e)	2035 GHG Reduction (MT CO2e)	Adaptation & Resiliency Program
Timing: Ongoing				
Environmental Constraints Element				
GOAL EC 2.1				
Flood Protection. Protect life and property from flooding.				
EC 2.1.28	Climate Change-related Flood Risks 🌐. The City shall continue to partner with relevant organizations and agencies when updating FEMA and California Department of Water Resources flood hazard maps and the City’s Comprehensive Flood Management Plan and the County-wide Local Hazard Mitigation Plan to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities. <i>[Source: 2012 CAP]</i>	Supporting		🌐

This sheet provides essential activity data used to perform calculations in various worksheets in the 2 GHG Calculations .xls file.

	Source	2005	2008	2011	2020	2030	2035	2050
Population	1, 2, 3	457,837	457,702	472,178	528,866	640,764	640,381	751,896
Growth rate from previous data point					12%		21%	17%
Housing	2, 3	178,699	192,352	190,911	219,110	276,191	260,699	302,288
HHPop/unit	3		2.3795		2.4137		2.4564	
Employment	3		299,732		324,027		390,112	456,197
Growth rate from previous data point					8%		20%	17%
VMT (daily)	1, 4, 5	11,439,120	11,245,084	11,600,739	12,588,131	14,635,791	14,233,785	15,879,439
VMT/capita (daily)		25.0	24.6	24.6	23.8	22.8	22.2	21.1

Sources:

- 2005 and 2030 data from ICF and Fehr & Peers
- 2011 population and housing data from <http://quickfacts.census.gov/qfd/states/06/0664000.html>
- Mintier Harnish. 2013 (May). City of Sacramento GP Revision and MEIR Update. Housing Element.
- Fehr & Peers 2013 email from Ron Milam to Heather Phillips regarding Caltrans HPMS data; 2.1% increase in lane-mile VMT between 2008-2011
- Fehr & Peers 2014. Base year (2008) and cumulative + project (2035) RTAC-method (origin-destination method) VMT from SACMET
- Fehr & Peers 2014. 2035 Regional cumulative RTAC-method (origin-destination method) VMT from SACMET
- SACOG. 2011. MTP/SCS Chapter 3. Summary of Growth and Land Use Forecast. Table 3.1. Page 28. <http://www.sacog.org/2035/files/MTP-SCS/3%20-%20Land%20Use%20Forecast%20Final.pdf>

Notes:

Blue text is extrapolated/interpolated

2050 population is extrapolated based on the same growth rate that occurred from 2020-2035

2011 VMT is extrapolated based on ~3.2% increase in population between 2008-2011

2020 VMT is interpolated between 2011 and 2035

2050 VMT is extrapolated based on VMT growth rate that occurred from 2011-2035

Grey text is for reference

Green text is calculated

Conversion Factors

1 MT 2204.64 lb 1.10231131 short tons
 1 Year 365 days
 1

Global Warming Potential (GWP)

CH4 21
 N2O 310

Source: ARB, 2010. Local Government Operations Protocol. Table E.1 GWP Factors for Greenhouse Gases



Transportation Notes

2008 VMT from SACMET extrapolated to 2011 using population growth (~3.1%); supported by Caltrans HPMS values below.
 Caltrans HPMS 2011 VMT for Sacramento = 5,286.73 (in 1,000s) on 1,425.68 maintained road miles
 Caltrans HPMS 2008 VMT for Sacramento = 5,178.96 (in 1,000s) on 1,409.86 maintained road miles
 2.1% increase in VMT between 2008 and 2011 for Sacramento; within margin of error in Caltrans HPMS data.

Housing Stock Data

	pre-1980 units	% pre-1980 units in 2020	% pre-1980 units in 2035	% pre-1980 units in 2050	pre-1990 units	% pre-1990 units in 2011	% pre-1990 units in 2020	% pre-1990 units in 2035	% pre-1990 units in 2050	Pre-2000 units	% pre-2000 units in 2011	% pre-2000 units in 2020	% pre-2000 units in 2035	% pre-2000 units in 2050
65% of the 185,843 housing units in the City (as of 2006) were built before 1980	120,798	55.1%	46.3%	40.0%	150,585	78.9%	68.7%	57.8%	49.8%	163,001	85.4%	74.4%	62.5%	53.9%
52% were built before 1970														
The median age was 1971.														
Of all housing units built before 1970, 53% were owner occupied and 47% were renter occupied.														
The percent of renter occupied single-family homes is 18%														

	1990	2000	2007	2011	2020	2030	2035	% annual growth 2050 rate (2007-2030) % of total		Annual trend in housing stock toward MF	
Single-Family	98,105	107,229	125,057			141,355		0.6%	51.2%	3.2%	
Multi-Family (2-4 units)	14,971	15,859	16,158			34,881		5.0%	48.8%	2030 # of units built as project > 10 units	
Multi-Family (5+ units)	35,303	37,156	44,646			99,956		5.4%		sf:	16,129 84%
Mobile homes/other	4,983	3,670	3,686							mf:	68,920 assumes 90% of mf units are built as projects with 10+ units
Total	153,362	163,914	189,547	190,911	219,110	276,191	260,699	302,288	2.0%	Total units:	101,036 (all projects)

Sources:
 Mintier Harnish, 2013 (May). City of Sacramento GP Revision and MEIR Update. Housing Element.
 City of Sacramento Housing Element. 2008.

Table H 3-12 Age of Housing Stock

Year Built	Number of Units	% of total
2005	3,322	1.8
2000-2004	19,520	10.5
1990-1999	12,416	6.7
1980-1989	30,282	16.6
1970-1979	30,794	16.6
1960-1969	23,711	12.8
1950-1959	24,551	13.2
1940-1949	19,173	10.3
1939 or earlier	22,074	11.9
TOTAL	185,843	100

Energy Sector GHG Emissions



This sheet provides Energy Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

Natural Gas											
PG&E	2005 (therms)	2011 (therms)	2011	Projection Indicator	2020	2035	2050				
Residential	65,698,581	74,151,520	393,745 MT CO2e/year	population Residential	441,016	534,007	626,999	MT CO2e/year			
Commercial	61,791,582	66,911,808	355,302 MT CO2e/year	employment Commercial	384,101	462,438	540,775	MT CO2e/year			
Industrial	5,339,573	3,872,204	20,561 MT CO2e/year	employment Industrial	22,228	24,030	25,977	MT CO2e/year			
Total	132,829,736	144,935,532	769,608 MT CO2e/year	Total	849,365	1,022,510	1,195,801	MT CO2e/year			
Source:	1, 2, 3	4		see activity data tab							

Electricity											
SMUD	2005 (KWh)	2011 (KWh)	2011	Projection Indicator	2020	2035	2050				
Residential	1,307,301,693	1,343,895,669	262,727 MT CO2e/year	population Residential	321,580	389,387	457,194	MT CO2e/year			
Non-residential	2,235,898,207	2,346,768,051	458,786 MT CO2e/year	employment Commercial	542,003	652,544	763,085	MT CO2e/year			
Total	3,543,199,900	3,690,663,720	721,513 MT CO2e/year	Total	863,582	1,041,931	1,220,279	MT CO2e/year			
Source:	1	5		see activity data tab							

Notes:

Gray text is for reference only.

Sources:

- 1 Sacramento County. 2009. Greenhouse Gas Emissions Inventory for Sacramento County.
- 2 ICF. 2011. Email from Laura Yoon, ICF to Heather Phillips, Ascent Environmental
- 3 ICF. 2010. Revised Inventory Results and BAU Forecast Memo 2010_11_19
- 4 PG&E. 2012. PG&E Community Usage Data for 2003-2011. Includes nongovernment, city, county, and district within City limits
- 5 SMUD. 2013. January 4, 2013 email from Susan Oto (SMUD; Government Affairs Representative) to Helen Selph (City of Sacramento)

Emission Factors		
Natural Gas (PG&E) (All years)	0.00531 MT CO2e/therm	Source: PG&E, 2011. PG&E GHG Emission Factor Information. Page 4.
Electricity (SMUD) (2005)	0.00028 MT CO2e/kWh	Source: ICF 2009. GHG Inventory for Sacramento County and Incorporated Cities. Page B-2.
Electricity (SMUD) (2011)	0.00020 MT CO2e/kWh	Source: SMUD. 2012. December 19, 2012 email from Obadiah Bartholomy (SMUD) to Helen Selph (City of Sacramento).
Electricity (SMUD) (2020)	0.00021 MT CO2e/kWh	Source: SMUD. 2011. July 28, 2011 email from Obadiah Bartholomy to Erik deKok (City of Sacramento) regarding expected SMUD 2020 average CO2 emission factor
SMUD RPS Achievement	2011 21.50%	2020 33%
SMUD Greenery	4.00%	Source: SMUD. 2012. December 20, 2012 email from Marco Lemes (SMUD) to Obadiah Bartholomy (SMUD) and Helen Selph (City of Sacramento).

Energy Sector GHG Emissions



This sheet provides Energy Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

Conversion Factors			Global Warming Potential (GWP)		
1 MT	2204.64 lb	1.10231131 short tons	CH4	21	
1 Year	365 days		N2O	310	
1 acre-foot	326,000 gallons		Source: ARB. 2010. Local Government Operations Protocol. Table E.1 GWP Factors for Greenhouse Gases		

Methodology

Multiply consumption activity data (KWh and therms) by SMUD and PG&E emission factors, respectively

Grey text is for reference

Subsector Calculations

Electricity			2020	2035	2050	Energy Sector			2020	2035	2050
	Residential		37.2%	37.4%	37.5%		Natural Gas	49.6%	49.5%	49.5%	
	Nonresidential		62.8%	62.6%	62.5%		Electricity	50.4%	50.5%	50.5%	
							Energy Sector to Total GHG Inventory	44.5%	47.2%	48.1%	
Natural Gas			2020	2035	2050						
	Residential		51.9%	52.2%	52.4%						
	Nonresidential		47.8%	47.6%	47.4%						

Energy Consumption by End Use (annual average)

Electricity	Residential	Commercial
Air Conditioning	9.9%	15.7%
Water Heating	6.2%	0.4%
Space Heating	12.8%	3.4%
Lighting	15.0%	34.2%
Other	43.9%	53.7%

Source: CEC Energy Almanac. 2010. California Electricity Consumption by End Use. PG&E Estimates for year 2020. http://www.energymalmanac.ca.gov/electricity/electricity_stats/index.html

Natural Gas	Residential	Commercial
Water Heating	44.0%	*no data
Space Heating	44.0%	*no data

Sources: CEC Energy Almanac. 2010. California Residential Natural Gas Consumption by End Use. http://www.energymalmanac.ca.gov/naturalgas/residential_use.html.

Kavalec, Chris and Tom Gorin, 2009. California Energy Demand 2010-2020, Adopted Forecast. California Energy Commission. CEC-200-2009-012-CMF.

This sheet provides Transportation Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

Year 2011: EMFAC 2011-SG Output; RTAC (O-D) Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total CO2	Total CO2 (Pavley I)	Total CO2 (Pavley I + LCFS)	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento		0 ALL	2011	Annual	(ALL) 2011	301,174.69	11,600,739.00	1,944,395.06	6,137.96	6,043.2912	6,032.77	581.75	68.58

Methane (CH4) and Nitrous Oxide (N2O) calculation method: http://www.arb.ca.gov/msei/emfac2011-faq.htm#emfac2011_web_db_qstn07

Methane (CH4) calculation method:

Run EMFAC2011-LDV to calculate CH4 for those vehicle categories;

Use CH4 = 0.0408 * TOG = 0.058821 * THC to calculate CH4 for EMFAC2011-HD categories

CH4: 0.59 tons/day 195.36 MT/year

Gallons/year 212,338 Gallons/year 25,031

Nitrous Oxide (N2O) calculation method:

Use 4.16% of NOx to calculate N2O for all gasoline vehicles, the same assumption as for the emissions inventory for the Advanced Clean Cars Rule;

NOX (gasoline vehicles) 8.93 tons/day

N2O: 0.04 tons/day 12.30 MT/year

Use 0.3316 g/gallon fuel to calculate for all diesel vehicles as the GHG inventory.

Gallons diesel fuel 19680 gallons/day 6525.89 g/day

N2O: 2.38 MT/year

CO2e: 2,009,724 MT/year

Year 2020: EMFAC 2011-SG Output; RTAC (O-D) Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total CO2	Total CO2 (Pavley I)	Total CO2 (Pavley I + LCFS)	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento		0 ALL	2020	Annual	(ALL) 2020	318,982.92	12,588,131.00	2,054,190.45	6,703.96	5,259.7416	5,099.27	618.40	84.25

Methane (CH4) and Nitrous Oxide (N2O) calculation method: http://www.arb.ca.gov/msei/emfac2011-faq.htm#emfac2011_web_db_qstn07

Methane (CH4) calculation method:

Run EMFAC2011-LDV to calculate CH4 for those vehicle categories;

Use CH4 = 0.0408 * TOG = 0.058821 * THC to calculate CH4 for EMFAC2011-HD categories

CH4: 0.29 tons/day 96.03 MT/year

Gallons/year 225,715 Gallons/year 30,750

Nitrous Oxide (N2O) calculation method:

Use 4.16% of NOx to calculate N2O for all gasoline vehicles, the same assumption as for the emissions inventory for the Advanced Clean Cars Rule;

NOX (gasoline vehicles) 4.55 tons/day

N2O: 0.02 tons/day 6.27 MT/year

Use 0.3316 g/gallon fuel to calculate for all diesel vehicles as the GHG inventory.

Gallons diesel fuel 19820 gallons/day 6572.31 g/day

N2O: 2.40 MT/year

CO2e: 1,746,322 MT/year

This sheet provides Transportation Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

Year 2035: EMFAC 2011-SG Output; RTAC (O-D) Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total CO2	Total CO2 (Pavley I)	Total CO2 (Pavley I + LCFS)	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento		0 ALL	2035	Annual	(ALL) 2035	363,581.68	14,233,785.00	2,325,431.00	7,614.96	5,542.9535	5,312.73	693.49	101.64

Methane (CH4) and Nitrous Oxide (N2O) calculation method: http://www.arb.ca.gov/msei/emfac2011-faq.htm#emfac2011_web_db_qstn07

Methane (CH4) calculation method:

Run EMFAC2011-LDV to calculate CH4 for those vehicle categories;

Use CH4 = 0.0408 * TOG = 0.058821 * THC to calculate CH4 for EMFAC2011-HD categories

CH4: 0.22 tons/day 72.85 MT/year

Gallons/year 253,125 Gallons/year 37,100

Nitrous Oxide (N2O) calculation method:

Use 4.16% of NOx to calculate N2O for all gasoline vehicles, the same assumption as for the emissions inventory for the Advanced Clean Cars Rule;

NOX (gasoline vehicles) 2.8 tons/day

N2O: 0.01 tons/day 3.86 MT/year

Use 0.3316 g/gallon fuel to calculate for all diesel vehicles as the GHG inventory.

Gallons diesel fuel 21730 gallons/day 7205.67 g/day

N2O: 2.63 MT/year

CO2e: 1,838,937 MT/year

Year 2050: EMFAC 2011-SG Output; RTAC (O-D) Method VMT

Group	Area	Scenario	Sub-Area	Calendar Year	Season	Title	Vehicle Population	VMT	Trips	Total CO2	Total CO2 (Pavley I)	Total CO2 (Pavley I + LCFS)	Fuel GAS (1000 gal)	Fuel DSL (1000 gal)
1	Sacramento		0 ALL	2035	Annual	(ALL) 2035	405,617.55	15,879,439.00	2,594,288.15	8,495.37	6,183.8081	5,926.97	773.67	113.40

Methane (CH4) and Nitrous Oxide (N2O) calculation method: http://www.arb.ca.gov/msei/emfac2011-faq.htm#emfac2011_web_db_qstn07

Methane (CH4) calculation method:

Run EMFAC2011-LDV to calculate CH4 for those vehicle categories;

Use CH4 = 0.0408 * TOG = 0.058821 * THC to calculate CH4 for EMFAC2011-HD categories

CH4: 0.23 tons/day 76.16 MT/year

Nitrous Oxide (N2O) calculation method:

Use 4.16% of NOx to calculate N2O for all gasoline vehicles, the same assumption as for the emissions inventory for the Advanced Clean Cars Rule;

NOX (gasoline vehicles) 2.96 tons/day

N2O: 0.01 tons/day 4.08 MT/year

Use 0.3316 g/gallon fuel to calculate for all diesel vehicles as the GHG inventory.

Gallons diesel fuel 24200 gallons/day 8024.72 g/day

N2O: 2.93 MT/year

CO2e: 2,051,369 MT/year

Conversion Factors			Global Warming Potential (GWP)		
1 MT	2204.64 lb	1.10231131 short tons	CH4		21
1 Year	365 days		N2O		310
1 acre-foot	326,000 gallons		Source: ARB. 2010. Local Government Operations Protocol. Table E.1 GWP Factors for Greenhouse Gases		

Solid Waste Sector GHG Emissions



This sheet provides Solid Waste Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

	2005	2011 (FY)	
Disposal (Landfilled SW)	684,088	427,980	tons
GHG emissions from			
Landfilled SW	204,856	281,491	MT CO2e
Waste-In-Place Emissions	37,006	37,006	MT CO2e

Source: CDR History Report. 9/27/13 Email from Chris Thoma to Helen Selph.

Source: ICLEI US Community GHG Protocol; Appendix E, Solid Waste; Equation SW 4.1

Source: Sacramento County 2009. Base year GHG inventory for City of Sacramento. Page B-21

	2005	2011	2020	2035	2050	
Total solid waste GHG	241,862	318,497	356,735	431,955	507,175	MT CO2e

Projection indicator: population
see activity data tab

Emission Factors

ICLEI US Community Protocol; Appendix E_Solid Waste Equation SW_4.1

$$CH4 \text{ Emissions} = GWPCH4 * (1 - CE) * (1 - OX) * M * SUM (Pi * EFi)$$

CE 0.42 Source: Sacramento County 2009. Page B-18

EF 0.06

OX 0.1

M Mass of solid waste disposed (tons)

Conversion Factors

1 MT	2204.64 lb	1.10231131 short tons
1 Year	365 days	
1 acre-foot	326,000 gallons	

Global Warming Potential (GWP)

CH4	21
N2O	310

Source: ARB. 2010. Local Government Operations Protocol. Table E.1 GWP Factors for Greenhouse Gases

Methodology

ICLEI US Community Protocol; Appendix E_Solid Waste Equation SW_4.1

Projection indicator: population

Water Consumption Sector GHG Emissions



This sheet provides Water Consumption Sector calculations for the 2011 update to the City's emissions inventory, and projected future BAU emissions based on corresponding data from the Activity Data tab

Water Use	acre-feet	Average Use per	
		Connection	%
Conveyance loss	14,391.0		10%
Commercial/Industrial	23,150.0	2.95	16%
Institutional	7,692.0	8.54	5%
Landscape	6,977.0	5.32	5%
Multi-Family	36,883.0	4.1	26%
Other	3,023.0	35.57	2%
Single-Family	51,793.0	0.45	36%
Total	143,910.0		
Residential			62%
Non Residential			24%

Source: City of Sacramento Interim Water Conservation Plan (Draft) 2010.

Summary

City of Sacramento Jurisdictional Greenhouse Gas Emissions Inventory - 2005

Prepared by ICF International 2010 and Ascent Environmental 2011.

Sector	MT CO ₂ e/yr	% of total
Residential Energy	748,792	18.3%
Commercial/Industrial Energy	979,777	24.0%
Industrial-Specific	28,656	0.7%
Transportation (On-Road Mobile)	2,013,962	49.3%
Solid Waste	241,862	5.9%
Wastewater Treatment	57,380	1.4%
Water Consumption	12,810	0.3%
Total	4,083,239	100%

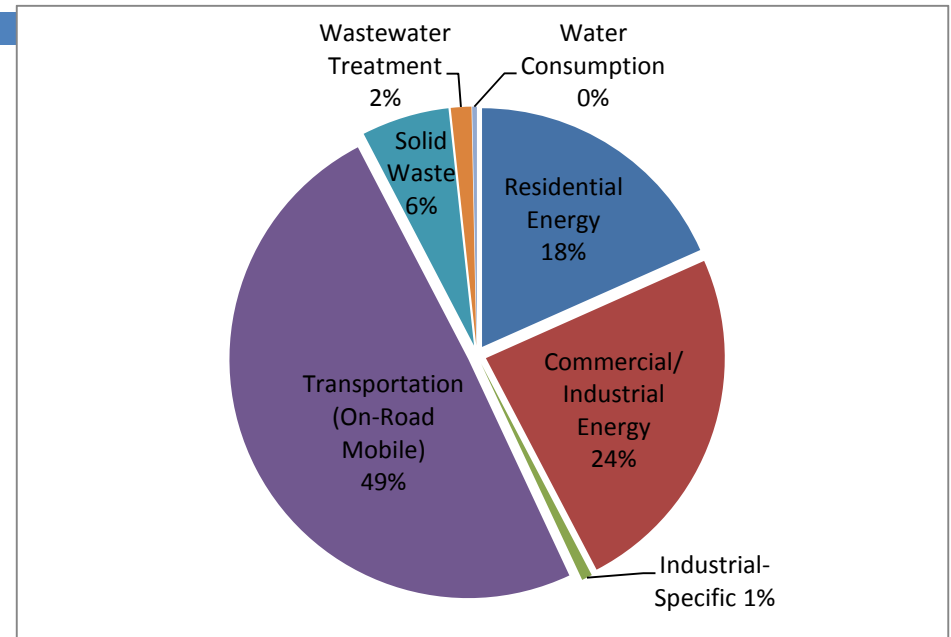
Sources:

ICF. 2011. Email from Laura Yoon, ICF to Heather Phillips, Ascent Environmental

ICF. 2010. Revised Inventory Results and BAU Forecast Memo 2010_11_19

Sacramento County. 2009. Greenhouse Gas Emissions Inventory for Sacramento County.

Note: This sheet provides a summary of the City's 2005 GHG emissions inventory.



Summary

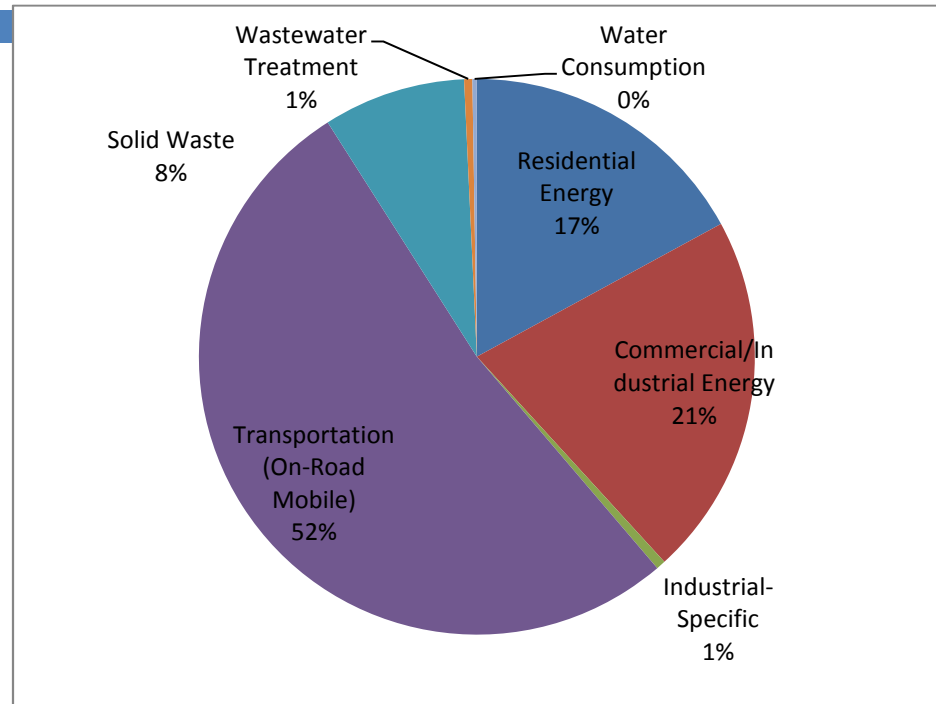
City of Sacramento Jurisdictional Greenhouse Gas Emissions Inventory - 2011

Prepared by Ascent Environmental 2013

Sector	MT CO2e/yr	% of total	
Residential Energy	656,472	17.1%	-12%
Commercial/Industrial Energy	814,087	21.2%	-17%
Industrial-Specific	20,561	0.5%	-28%
Transportation (On-Road Mobile)	2,009,724	52.2%	0%
Solid Waste	318,497	8.3%	32%
Wastewater Treatment	18,719	0.5%	-67%
Water Consumption	9,804	0.3%	-23%
Total	3,847,864	100%	15%

Sources:

- PG&E 2012
- SMUD 2012
- Fehr & Peers 2013
- City of Sacramento 2013.
- ICLEI 2012.
- Sacramento County. 2009.
- Greenhouse Gas Emissions Inventory for Sacramento County.



Note: The sheet provides a summary of the City's updated 2011 GHG emissions inventory, based on calculations for each setcor noted in other worksheets in this file.

Summary		
City of Sacramento Greenhouse Gas Emissions Inventory - 2020		
Prepared by ICF International 2010 and Ascent 2011.		
Sector	MT CO2e/yr	% of total
Residential Energy	993,900	20.6%
Commercial/Industrial Energy	1,243,593	25.7%
Industrial-Specific	32,789	0.7%
Transportation (On-Road Mobile)	2,193,916	45.4%
Solid Waste	285,143	5.9%
Wastewater Treatment	70,579	1.5%
Water Consumption	15,757	0.3%
Total	4,835,677	100%

Sources:
 ICF. 2011. Email from Laura Yoon, ICF to Heather Phillips, Ascent Environmental
 ICF. 2010. Revised Inventory Results and BAU Forecast Memo 2010_11_19
 Ascent. 2011. Revised On-Road Mobile Transportation Sector

Summary		
City of Sacramento Greenhouse Gas Emissions Inventory - 2030		
Prepared by ICF International 2010 and Ascent 2011.		
Sector	MT CO2e/yr	% of total
Residential Energy	1,157,307	21.7%
Commercial/Industrial Energy	1,419,470	26.6%
Industrial-Specific	35,544	0.7%
Transportation (On-Road Mobile)	2,313,886	43.3%
Solid Waste	313,248	5.9%
Wastewater Treatment	80,306	1.5%
Water Consumption	17,928	0.3%
Total	5,337,689	100%

Sources:
 ICF. 2011. Email from Laura Yoon, ICF to Heather Phillips, Ascent Environmental
 ICF. 2010. Revised Inventory Results and BAU Forecast Memo 2010_11_19
 Ascent. 2011. Revised On-Road Mobile Transportation Sector

Summary		
City of Sacramento Greenhouse Gas Emissions Inventory - 2050		
Prepared by ICF International 2010 and Ascent 2011.		
Sector	MT CO2e/yr	% of total
Residential Energy	1,484,125	23.4%
Commercial/Industrial Energy	1,771,224	27.9%
Industrial-Specific	41,054	0.6%
Transportation (On-Road Mobile)	2,553,825	40.2%
Solid Waste	378,605	6.0%
Wastewater Treatment	97,307	1.5%
Water Consumption	21,724	0.3%
Total	6,347,864	100%

Sources:
 ICF. 2011. Email from Laura Yoon, ICF to Heather Phillips, Ascent Environmental
 ICF. 2010. Revised Inventory Results and BAU Forecast Memo 2010_11_19
 Ascent. 2011. Revised On-Road Mobile Transportation Sector

Note: This sheet summarizes projected future emissions that were prepared previously for the 2012 CAP. For the proposed General Plan, these projections are now superseded by the projections shown in the GHG

This sheet provides calculations for emission reductions associated with State legislation and/or regulations. These reductions are applied as additional actions that contribute towards meeting the City's GHG reduction target, as noted in the Summary sheet.

State Action	Emissions Sector	% Reduction	portion of City's GHG Inventory Affected in 2020	Emission Reduction in 2020	portion of City's GHG Inventory Affected in 2035	Emission Reduction in 2035	Cumulative Emission Reduction in 2035	portion of City's GHG Inventory Affected in 2050	Emission Reduction in 2050	Cumulative Emission Reduction in 2050
Title 24 CalGreen Building Efficiency Standards	Residential Energy	20.0%	106,124	21,225	160,798.54	32,160	53,385	160,799	32,160	85,544
	Non-Residential Energy	25.0%	112,016	28,004	188,877.97	47,219	75,224	188,878	47,219	122,443
			Subtotal	49,229	Subtotal	79,379	128,608	Subtotal	79,379	207,987

Sources/Notes: 1. Formerly accounted for in CAP Action 3.3.2

State Action	Emissions Sector	% Reduction	Sector (Energy)	Subsector (Electricity)	Scaled % Reduction in 2020	Emission Reduction in 2020	Sector (Energy)	Subsector (Electricity)	Scaled % Reduction in 2035	Emission Reduction in 2035	Sector (Energy)	Subsector (Electricity)	Scaled % Reduction in 2050	Emission Reduction in 2050
Renewable Electricity Standard; Renewable Portfolio Standard (20% by 2010 and 33% by 2020)	Energy, Electricity	11.5%	44.5%	50.4%	2.6%	99,312	47.2%	50.5%	2.7%	119,822	48.1%	50.5%	2.8%	140,332

Sources/Notes: 2. SMUD generated 21.5% renewable energy in 2011. RPS goal of 33% in 2020 - 12% = 11.5%

Sources:

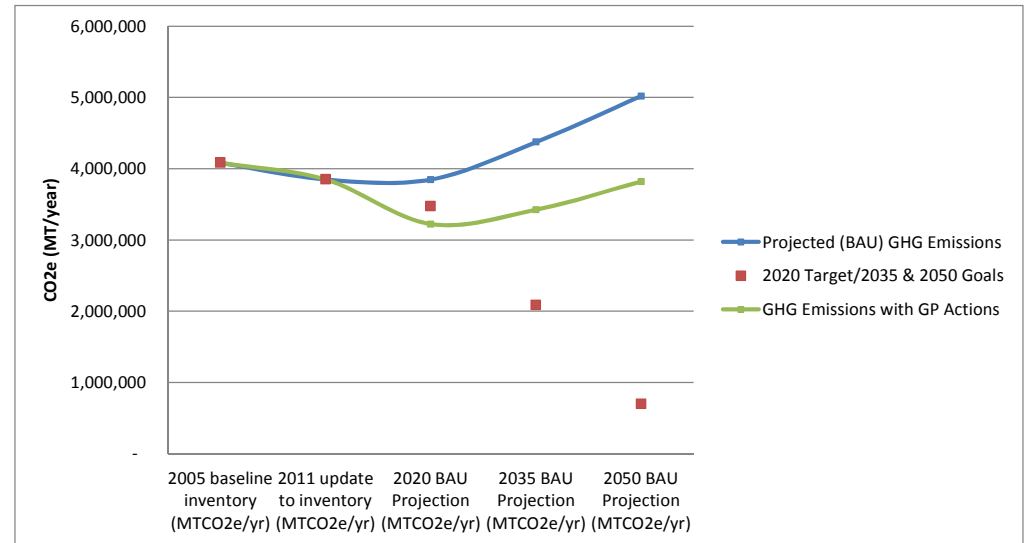
- 1 Keith Roberts. California Energy Commission, May 8, 2013 email to Helen Selph (City of Sacramento) provided to Heather Phillips (Ascent Environmental).
- 2 SMUD. 2012. December 20, 2012 email from Marco Lemes (SMUD) to Obadiah Bartholomy (SMUD) and Helen Selph (City of Sacramento).

City of Sacramento GHG Inventories and Projections

This sheet provides a summary of GHG inventories for 2005 and 2011, as well as projected emissions in 2020, 2035 and 2050 based on business-as-usual (BAU) conditions.

Sector	2005 baseline inventory (MTCO2e/yr)	2011 update to inventory (MTCO2e/yr)	2020 BAU Projection (MTCO2e/yr)	2035 BAU Projection (MTCO2e/yr)	2050 BAU Projection (MTCO2e/yr)
Residential Energy Consumption	748,792	656,472	762,596	923,394	1,084,193
Commercial/Industrial Energy Consumption	979,777	814,087	926,104	1,114,982	1,303,860
Industrial Specific	28,656	20,561	22,228	24,030	25,977
Transportation (on-road)	2,013,962	2,009,724	1,746,322	1,838,937	2,051,369
Solid Waste	241,862	318,497	356,735	431,955	507,175
Wastewater Treatment	57,380	18,719	20,966	25,387	29,808
Water Consumption	12,810	9,804	12,001	14,531	17,061
Total	4,083,239	3,847,864	3,846,950	4,373,215	5,019,443
2020 Target/2035 & 2050 Goals	4,083,239	3,847,864	3,470,753	2,082,452	694,151
GHG Emissions with GP Actions	4,083,239	3,847,864	3,222,504	3,423,949	3,819,602

Notes: MTCO2e/yr = metric tons of CO2 equivalent per year; BAU = business as usual



Comparison of 2005 and 2011 GHG Emission Inventories

This sheet provides a comparison of the original 2005 GHG emissions inventory and the updated 2011 inventory. Please refer to notes below on changes in methodology for specific sectors and effects on comparability between the 2 inventories.



Sector	2005 (MTCO ₂ e/yr)	2011 (MTCO ₂ e/yr)	% Change (2005-2011)
Residential Energy	748,792	656,472	-12.3%
Commercial/Industrial Energy	979,777	814,087	-16.9%
Industrial-Specific Mobile)	28,656	20,561	-28.2%
Solid Waste	2,013,962	2,009,724	-0.2%
Wastewater Treatment	241,862	318,497	31.7%
Water Consumption	57,380	18,719	-67.4%
Total	4,083,239	3,847,864	-5.8%

NOTES:

MTCO₂e/yr = metric tons of CO₂ equivalent per year

Comparison Between 2005 Baseline GHG Inventory and 2011 Update to GHG Inventory

Total community-wide GHG emissions decreased slightly (approximately 5.8%) in 2011 compared with 2005.

This can be largely attributed to decreasing emission factors and slow growth in activity data relative to population during recession.

It should be noted that due to changes in methodology and other constraints for some sectors in the City's GHG emission inventories, direct comparisons between individual sector or total communitywide GHG emissions in 2005 and 2011 may not be completely accurate.

Energy:

Total (residential, commercial, and industrial) energy-related GHG emissions declined by approximately 15% in 2011 compared with 2005.

Natural gas consumption increased by approximately 9% and electricity consumption increased by approximately 4%.

The reduction can be explained by SMUD's emission factor for electricity consumption, which declined by approximately 30% due to renewable portfolio composition.

PG&E's emission factor for natural gas consumption does not change over time.

Transportation:

Transportation-related GHG emissions increased by ~0.2% in 2011 compared with 2005.

2011 VMT was estimated to increase by approximately 1% since 2005.

RTAC-adjusted (origin-destination method) VMT was estimated using SACMET for base year 2008. Data was provided by Fehr & Peers. SACMET is the same model used to generate 2005 VMT.

2011 VMT was extrapolated using population increase between 2008 and 2011 (3.2%; or 1% per year).

SACMET VMT was actually lower in 2008 than in 2005, which explains the non-linear results (i.e., 1% increase in VMT since 2005 despite a 3.2% increase in population since 2005).

These estimates are also supported by Caltrans HPMS public road data for the City of Sacramento, which shows a 2.1% increase in VMT on maintained roadways between 2008 and 2011.

EMFAC 2011 was used to estimate GHG emissions for 2011 VMT, whereas EMFAC 2007 was used for 2005. Mobile-source emission factors have decreased slightly since 2005 associated with increased fuel economy standards.

Solid Waste:

Solid waste-related GHG emissions increased by approximately 31% in 2011 compared with 2005, despite a 37% reduction in disposed tonnage.

The increase is attributable to a change in methodology. The currently-accepted methodology was used in the 2011 update (the ICLEI US Community Protocol; Appendix E Solid Waste Equation SW_4.1). The methodology used for the solid waste sector in the 2005 inventory prepared by ICF cannot be verified.

Waste-in-place-related GHG emissions were assumed to be the same in 2011 as in 2005. Waste-in-place emissions (37,006 MT CO₂e) are from Appendix B (pg B-21) of Sac County 2009 inventory.

Comparison of 2005 and 2011 GHG Emission Inventories

This sheet provides a comparison of the original 2005 GHG emissions inventory and the updated 2011 inventory. Please refer to notes below on changes in methodology for specific sectors and effects on comparability between the 2 inventories.



Wastewater Treatment:

Wastewater treatment-related GHG emissions for 2011 were calculated using a different methodology than was used in 2005.

The 2005 emissions inventory used a state-wide average GHG emission factor for wastewater treatment.

For 2011, we used the methodology from the ARB's Local Government Operations Protocol, and data inputs from SRCSD. Total GHG emissions from Sac Regional WWTP were apportioned to the City by population served. This method is much more specific to the City.

Due to the change in methodology, wastewater treatment-related GHG emissions were reduced by approximately 67%, but the wastewater treatment sector composes less than 5% of total community emissions.

Water Consumption:

Water consumption-related GHG emissions decreased by approximately 23% in 2011 compared with 2005.

The methodology for 2005 water-related GHG emissions is not transparent in ICF's March 2012 Revised GHG Inventory prepared for SMUD, so it is not possible to determine whether methodology, conservation activity, or a combination of the two, can explain the reduction in emissions.

SMUD's emission factor for electricity consumption decreased by about 30% between 2005 and 2011, which could also be a possible explanation for the reduction in GHG emissions from conveyance and distribution of water.



GHG Reduction Targets and Goals

This sheet provides calculations of GHG emission reductions required to achieve specific targets and goals for 2020, 2035 and 2050

Target: 15% from 2005 by 2020

	MT CO ₂ e	% reduction
Emissions Limit:	3,470,753	
Reduction from 2005:	612,486	15%
Reduction from 2011:	377,111	10%
Reduction from 2020 projected:	376,197	10%

Goal: 80% below 1990 by 2050 (15% below 2005 emissions is used as a proxy for 1990 emissions)

	MT CO ₂ e	% reduction
Emissions Limit:	694,151	(80% below 2020 target)
Reduction from 2005:	3,389,088	83%
Reduction from 2011:	3,153,714	82%
Reduction from 2050 projected:	4,325,292	86%

Interpolated 2035 goal

	MT CO ₂ e	% reduction
Annual reduction:	92,553	MT/yr
Emissions Limit:	2,082,452	
Reduction from 2005:	2,000,787	49%
Reduction from 2011:	1,765,412	46%
Reduction from 2035 projected:	2,290,763	52%

GHG Emission Reduction Plan Summary

This sheet provides a summary of GHG reductions from the 2035 General Plan and State legislative actions, along with a "gap analysis" showing the net effect of GHG reducing actions in comparison with the emission reductions required to achieve the City's targets.



CAP Action	Location in 2035 General Plan		2020 GHG Reduction (MT CO2e/year)	2035 GHG Reduction (MT CO2e/year)	2050 GHG Reduction (MT CO2e/year)	
		Energy Strategies				
Action 3.1.1	Policy U 6.1.15, Table 4-7: Program 26	Energy Improvements Through Community Education	4,222	5,096	5,970	
Action 3.2.4	Table 4-7: Program 29	Commercial Energy Conservation Ordinance (CECO)	40,366	76,804	80,722	
Action 3.3.1	Policy LU 2.6.6	Energy Efficiency of Multi-Family Housing	233	5,419	19,938	
Action 3.2.1	Table 4-7: Program 27	Clean Energy Sacramento Program - Commercial	18,225	18,225	18,225	
	Table 4-7: Program 27	Clean Energy Sacramento Program - Residential	851	1,717	2,594	
Action 3.2.3	Table 4-7: Program 28	Rental Housing Energy and Water Efficiency Program (Voluntary)	296	694	1,062	
Action 3.4.1	Consistency Checklist	Renewable Energy Systems in New Residential Development	13,400	33,703	54,007	
	Land Use & Urban Design Implementation Program #5; CAP					
Action 3.4.2	Consistency Checklist	Renewable Energy Systems in New Non-Residential Development	542	1,261	1,981	
Action 3.1.2	Policy U 6.1.15, Table 4-7: Program 26	SMUD Smart Grid	54,993	62,516	73,217	
Action 3.1.3	Policy U 6.1.15, Table 4-7: Program 26	SMUD & Tree Foundation Shade Trees	1,507	1,507	1,507	
Action 3.2.5	Policy U 6.1.15, Table 4-7: Program 26	SMUD Small Commercial Energy Efficiency Pilot Program	1,219	1,219	1,219	
Action 3.2.6	Policy U 6.1.15, Table 4-7: Program 26	SMUD Home Performance Program	1,631	1,631	1,631	
Action 3.4.3	Table 4-7: Program 26	SMUD Residential & Commercial Greenergy	97,159	97,159	97,159	
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Rebates	4,702	4,702	4,702	
	Land Use & Urban Design Implementation Program #5; CAP					
Action 3.4.1, 3.4.2, 3.2.6	Consistency Checklist, Policy U 6.1.15, Table 4-7: Program 26	SMUD Solar Smart Homes, Solar Shares, Solar Commercial	11,248	11,248	11,248	
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Lighting Rebates	8,923	8,923	8,923	
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Electronics & Appliance Incentives	2,845	2,845	2,845	
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Custom and Prescriptive Lighting	3,953	3,953	3,953	
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Multi-family Retrofits	2,410	2,410	2,410	
		Transportation & Land Use Strategies				
Action 2.1.1	Policy M 4.3.2	Traffic Calming Measures	873	919	1,026	
Action 2.2.1	Policy M 2.1.1, Table 4-6: Program 7	Pedestrian Facilities	5,239	5,517	6,154	
Action 2.3.1	Policy M 5.1.1, Table 4-6: Program 11, Bike Share Program	Bicycle Facilities	26,195	27,584	30,771	
Action 2.4.1	Policy M 3.1.2, Table 4-6: Program 14	Public Transportation Improvements	43,658	91,947	102,568	
Action 2.5.1	Policy U 5.1.2	Dispose of exported out-of-state solid waste at Keifer Landfill	1,804	1,804	1,804	
Action 2.6.1	Policy M 4.4.4	Traffic Signal Coordination	10,431	27,816	27,816	
		Solid Waste Strategies				
Action 4.2.1	Policy U 5.1.1	Waste Reduction Target	102,313	185,626	267,996	
		Water & Wastewater Strategies				
Action 5.1.1	Policy U 2.1.13	Recycled water for non-potable use	-	532	625	
	Policy U 2.1.10, Table 4-7: Programs 8, 9, 11, 13, Land Use & Urban					
Action 5.1.1	Design Implementation Program #5	20% water conservation target	6,593	7,984	9,374	
		Phase 1 CAP: Municipal Operations	10,075	10,075	10,075	Source: City of Sacramento CAP: Phase 1 Internal Operations. February 2010.
		Total (reduction from projected)	475,905	700,836	851,521	
		Target (reduction from projected)	376,197	2,290,763	4,325,292	
		State Legislative Reductions (Title 24 standards and RPS)	148,541	248,430	348,319	
		Total (reduction from projected with legislative reductions)	624,446	949,266	1,199,841	
		(Surplus) or Gap	(248,249)	1,341,497	3,125,451	

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector



Energy Improvements Through Consumer Behavior and Education (e.g., Cool California Challenge)						
Measure Performance	Sector (Energy)	Participation Rate	Scaled % Reduction	GHG Reduction		
2020	1%	43.9%	25%	0.1%	4,222	
2035	1%	46.6%	25%	0.1%	5,096	
2050	1%	47.6%	25%	0.1%	5,970	

Corresponding 2012 CAP Action Action 3.1.1

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: Based on SMAQMD 2009. Spare the Air Control Measure Program; Revision to State Implementation Plan Staff Report. <http://airquality.org/notices/stateplan/20100128TriennialReport2009Hearing.pdf> pg 9-5.

Commercial Energy Conservation Ordinance (CECO)												
building permit trigger	Measure Performance	Sector (Commercial Energy)	# permits pulled (annual)	# years	% building stock affected	Participation Rate	Eligible Building Stock	% units undergo CECO	Scaled % Reduction	GHG Reduction	Aggregate GHG Reduction	
15% reduction in energy consumption by 2020	15%	24.1%	4.3%	9	39.1%	100%	74.4%	29.1%	1.05%	40,366	40,366	
	2035	15%	25.5%	4.3%	15	65.1%	100%	21.8%	0.83%	36,438	76,804	
	2050	15%	26.0%	4.3%	15	65.1%	100%	2.0%	0.08%	3,919	80,722	

Corresponding 2012 CAP Action Action 3.2.4

Location in GP Table 4-7: Program 29

Notes: grey cells are used in calculation of % units undergo CECO

Source: City of Sacramento 2011. Accela Query of commercial projects greater than 25,000 sf or industrial projects greater than 100,000 sf. 71 projects out of 1637 total permits between 2005-2010 exceeded this trigger. applies to all pre-2000 units (assumes same % of non-residential building stock as residential)

Energy Efficiency Through Increased Residential Density							
Measure Performance	Portion of Inventory Affected (MT/yr)	Subsector (Natural Gas, Electricity)	Subsector (Space Heating/Cooling)	% trend in housing stock toward MF	GHG Reduction (MT/yr)		
2020 (Space Heating)	35%	13,804	25.7%	44.0%	39%	212	
2020 (Space Cooling)	21%	13,804	18.8%	9.9%	39%	21	
2035 (Space Heating)	35%	174,602	25.9%	44.0%	71%	4,934	
2035 (Space Cooling)	21%	174,602	18.9%	9.9%	71%	485	
2050 (Space Heating)	35%	335,401	26.0%	44.0%	135%	18,154	
2050 (Space Cooling)	21%	335,401	18.9%	9.9%	135%	1,783	

Corresponding 2012 CAP Action Action 3.3.1

Location in GP Policy LU 2.6.6

Notes: % trend toward MF housing is the difference between the % trend in MF housing in the City minus the trend of residential household growth overall, which was used to develop the GHG projections.

Source: Growing Cooler. 2008. pg 110. SF housing consumes 35% more energy for space heating and 21% more for space cooling than MF housing.

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector

Clean Energy Sacramento Program - Commercial 15% building-wide energy efficiency improvement by 2020	Measure Performance	Energy Consumption/ project (KWh/yr)		Project Distribution	Customer Type	# of projects	Energy Savings (KWh/yr)		SMUD avoided emission factor (lb CO2e/KWh)		Conversion (lb/MT)	Aggregate GHG Reduction
		15%	18,039				74% Small	450	901,048	0.865		
	2020	15%	1,560,063	26% Med/Large		450	45,536,745	0.865	2,204	17,872		
	2035						901,048	0.865	2,204	354		
	2035						45,536,745	0.865	2,204	17,872		
	2050						901,048	0.865	2,204	354		
	2050						45,536,745	0.865	2,204	17,872		

Corresponding 2012 CAP Action

Action 3.2.1

Location in GP

Table 4-7: Program 27

Notes: Assumes that 74% of the 450 projects (90 projects/year over 5 year window) would be small users and 26% would be med-large users.

Assumes that medium & large projects will undergo retro commissioning, for an additional 14,629-295,758 KWH savings.

SMUD; July 28, 2011 email from Obadiah Bartholomy to Erik deKok; SMUD's 2010 avoided emission factor 865 lb/KWh

SMUD emission factors do not account for RPS - RPS is accounted for in legislative reductions

Rental Housing Inspection Program Energy Efficiency Retrofits	Measure Performance	Sector (Residential Energy)		Subsector (Renter Occupied)		Eligible Housing Stock	Inspection Rate (annual)	# of years	Participation rate	Scaled % reduction	GHG Reduction	Aggregate GHG Reduction		# units affected
		15%	19.8%	47%	74.4%							GHG Reduction	GHG Reduction	
<u>Voluntary Basic Weatherization</u>														
	2020	15%	19.8%	47%	74.4%		8%	9	1%	0.0%	296	296		566
	2035	15%	21.1%	47%	62.5%		7%	15	1%	0.0%	398	694		749
	2050	15%	21.6%	47%	53.9%		6%	15	1%	0.0%	368	1,062		684
<u>Mandatory Basic Weatherization</u>														
	2020	15%	19.8%	47%	74.4%		8%	9	100%	0.8%	29,571	29,571		
	2030	15%	21.1%	47%	62.5%		7%	10	100%	0.6%	26,527	56,098		
	2050	15%	21.6%	47%	53.9%		6%	20	100%	1.0%	49,085	105,183		

Corresponding 2012 CAP Action

Action 3.2.3

Location in GP

Table 4-7: Program 28

Notes: Assumes 47% of units are renter-occupied

Inspection rate = 18,000 inspections per year/# of units

Source: The Potential for Energy Retrofits within the City of Sacramento's RHIP. US DOE. April 2011.

Assumes 1% participation for voluntary program; 75% participation for mandatory program

Applies to units constructed prior to 2000

Clean Energy Sacramento Program - Residential	Measure Performance	Sector (Residential Energy)		Eligible Housing Stock	Participation rate	Scaled % reduction	Aggregate GHG Reduction		# units affected
		15%	19.8%				GHG Reduction	GHG Reduction	
	2020	15%	19.8%	74.4%	1%	0.0%	851		1630
	2035	15%	21.1%	62.5%	1%	0.0%	866	1,717	1630
	2050	15%	21.6%	53.9%	1%	0.0%	877	2,594	1630

Location in GP

Table 4-7: Program 27

Notes: Assumes this measure would apply to units constructed prior to 2000

Source: The Potential for Energy Retrofits within the City of Sacramento's RHIP. US DOE. April 2011.

Assumes 1% participation for voluntary program

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector

Renewable Energy Systems in New Residential Development of 10+ units	Participation Rate	Portion of GHG Inventory Measure		GHG reduction	Aggregate GHG reduction
		Affected	Performance		
2020	84.2%	106,124	15%	13,400	
2035	84.2%	160,799	15%	20,303	33,703
2050	84.2%	160,799	15%	20,303	54,007

Corresponding 2012 CAP Action Action 3.4.1

Location in GP Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist

Notes: Participation rate calculated based on # of units that would be constructed as projects of 10+ units. (~84% of sf units and ~90% mf units)

Assumes that new development would generate 15% of energy demand through on-site renewable or equivalent energy demand reductions through efficiency measures that exceed minimum building code requirements

Renewable Energy Systems in New Commercial Development projects > 25,000 square feet or Industrial projects > 100,000 square feet	Participation Rate	Portion of GHG Inventory Measure		GHG reduction	Aggregate GHG reduction
		Affected	Performance		
2020	4.34%	83,217	15%	542	
2035	4.34%	110,541	15%	720	1,261
2050	4.34%	110,541	15%	720	1,981

Corresponding 2012 CAP Action Action 3.4.2

Location in GP Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist

Source: ICF 2011. Measure E-9 requires that commercial development or renovations of 25,000 sf or greater provide a minimum of 15% of electricity through renewables.

Source: City of Sacramento 2011. Accela Query of commercial projects greater than 25,000 sf or industrial projects greater than 100,000 sf.

Notes: 71 projects out of 1637 total permits between 2005-2010 exceeded this trigger.

Assumes that new development would generate 15% of energy demand through on-site renewable or equivalent energy demand reductions through efficiency measures that exceed minimum building code requirements

SMUD Smart Grid	Measure Performance	Sector (Energy, electricity)		GHG Reduction
		Scaled % Reduction	GHG Reduction	
2020	6%	23.8%	1.4%	54,993
2035	6%	23.8%	1.4%	62,516
2050	6%	24.3%	1.5%	73,217

Corresponding 2012 CAP Action Action 3.1.2

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD Smart Grid Activities 2010 presentation; stated estimated 4% energy savings and 2% transmission savings by 2030. <http://www.whitehouse.gov/the-press-office/president-obama-announces-34-billion-investment-spur-transition-smart-energy-grid>

SMUD Shade Trees	Annual Savings (GWh/yr)	Portion in City territory	conversion to kWh	annual savings (KWh/yr)	SMUD emission factor (lb CO2e/KWh)	Conversion (lb/MT)	GHG reduction (MT CO2e/yr)
2035	14.22	27%	1,000,000	3,839,400	0.865	2,204	1,507
2050	14.22	27%	1,000,000	3,839,400	0.865	2,204	1,507

Corresponding 2012 CAP Action Action 3.1.3

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD. SMUD has planned up to 14.22 GWh/yr savings from shade trees in 2012.

Source: SMUD; July 28, 2011 email from Obadiah Bartholomy to Erik deKok; SMUD's 2010 avoided emission factor 865 lb/KWh

Source: SMUD emission factors do not account for RPS - RPS is accounted for in legislative reductions

Source: SMUD. August 10, 2011 email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD, to Helen Selph. (27% of participating customers are in City territory)

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector



	Annual Savings (KWh/yr)	SMUD emission factor (lb CO2e/KWh)	Conversion (lb/MT)	GHG reduction (MT CO2e/yr)
SMUD Small Commercial Energy Efficiency Pilot				
	2020	3,105,150	0.865	2,204
	2030	3,105,150	0.865	2,204
	2050	3,105,150	0.865	2,204

Corresponding 2012 CAP Action Action 3.2.5

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. Forecast for Small Commercial Energy Efficiency Ramp-up. Email from Cheri Davis to Yvette Rincon.

Source: SMUD; July 28, 2011 email from Obadiah Bartholomy to Erik deKok; SMUD's 2010 avoided emission factor 865 lb/KWh

	# of homes affected	% of homes affected	measure performance	Sector (Residential energy)	scaled % reduction	GHG reduction (MT CO2e/yr)
SMUD Home Performance Program						
	207 single family	0.1%	30.0%		19.8%	0.01%
	11 single family	0.0%	15.0%		19.8%	0.00%
	2025 multi family	0.9%	20.0%		19.8%	0.04%
	Total 2020					1,410
	2035					1,631
	2050	same assumptions as 2020, since program would be completed by ~2012				1,631

Corresponding 2012 CAP Action Action 3.2.6

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: State Energy Program Residential Retrofit Program Grant Award presentation by SMUD. February 2009; July 6, 2011 Email from Steve Vang, SMUD to Helen Selph

Source: July 13, 2011 email from Julie Kelley, SMUD Management Analyst, to Helen Selph stating that 53 retrofits took place in the City boundary out of 93 retrofits total in SMUD territory

Notes: 1148 jobs generated

	Annual Savings (KWh/yr)	SMUD emission factor (lb CO2e/KWh)	Conversion (lb/MT)	GHG reduction (MT CO2e/yr)
SMUD Residential & Commercial Greenergy				
	2020	247,558,540	0.865	2,204
	2035	247,558,540	0.865	2,204
	2050	247,558,540	0.865	2,204

Corresponding 2012 CAP Action Action 3.4.3

Location in GP Table 4-7: Program 26

Source: SMUD. April 4, 2013 email from Beth Tincher, Local Government Relations at SMUD, to Helen Selph (City of Sacramento) provided to Heather Phillips (Ascent Environmental).

Source: SMUD; July 28, 2011 email from Obadiah Bartholomy to Erik deKok; SMUD's 2010 avoided emission factor 865 lb/KWh

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector

SMUD Appliance Rebates	Annual Savings (KWh/yr)	SMUD emission		GHG reduction (MT CO2e/yr)
		factor (lb CO2e/KWh)	Conversion (lb/MT)	
2020	11,981,067	0.865	2,204	4,702
2035	11,981,067	0.865	2,204	4,702
2050	11,981,067	0.865	2,204	4,702

Corresponding 2012 CAP Action Action 3.1.4
Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. April 4, 2013 email from Beth Tincher, Local Government Relations at SMUD, to Helen Selph (City of Sacramento) provided to Heather Phillips (Ascent Environmental).

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

SMUD Solar Smart Homes, Solar Shares, Solar Commercial	Annual Savings (KWh/yr)	SMUD emission		GHG reduction (MT CO2e/yr)
		factor (lb CO2e/KWh)	Conversion (lb/MT)	
2020	28,660,844	0.865	2,204	11,248
2035	28,660,844	0.865	2,204	11,248
2050	28,660,844	0.865	2,204	11,248

Corresponding 2012 CAP Action Action 3.4.1, 3.4.2 Action 3.2.6
Location in GP Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. April 4, 2013 email from Beth Tincher, Local Government Relations at SMUD, to Helen Selph (City of Sacramento) provided to Heather Phillips (Ascent Environmental).

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

SMUD Lighting Rebates	Annual Savings (KWh/yr)	SMUD emission		GHG reduction (MT CO2e/yr)
		factor (lb CO2e/KWh)	Conversion (lb/MT)	
2020	22,736,123	0.865	2,204	8,923
2035	22,736,123	0.865	2,204	8,923
2050	22,736,123	0.865	2,204	8,923

Corresponding 2012 CAP Action Action 3.1.4
Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. August 10, 2011 email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD, to Helen Selph.

Notes: based on % of households in City of Sacramento territory as a portion of SMUD territory
 assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

SMUD Electronics & Appliances Incentives	Annual Savings (KWh/yr)	SMUD emission		GHG reduction (MT CO2e/yr)
		factor (lb CO2e/KWh)	Conversion (lb/MT)	
2020	7,249,485	0.865	2,204	2,845
2035	7,249,485	0.865	2,204	2,845
2050	7,249,485	0.865	2,204	2,845

Corresponding 2012 CAP Action Action 3.1.4
Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. August 10, 2011 email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD, to Helen Selph.

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

Energy Conservation & Renewable Energy Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Energy Sector



	Annual Savings (KWh/yr)	SMUD emission factor (lb CO2e/KWh)	Conversion (lb/MT)	GHG reduction (MT CO2e/yr)	
SMUD Custom and Prescriptive Lighting					
	2020	10,072,418	0.865	2,204	3,953
	2035	10,072,418	0.865	2,204	3,953
	2050	10,072,418	0.865	2,204	3,953

Corresponding 2012 CAP Action Action 3.1.4

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. August 10, 2011 email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD, to Helen Selph.

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

	Annual Savings (KWh/yr)	SMUD emission factor (lb CO2e/KWh)	Conversion (lb/MT)	GHG reduction (MT CO2e/yr)	
SMUD Multi-family retrofits					
	Total 2009-2010	6,139,508	0.865	2,204	2,410
	2020	6,139,508	0.865	2,204	2,410
	2035	6,139,508	0.865	2,204	2,410
	2050	6,139,508	0.865	2,204	2,410

currently just assumes 2009-2010 projects, then on hold.

Corresponding 2012 CAP Action Action 3.1.4

Location in GP Policy U 6.1.15 Table 4-7: Program 26

Source: SMUD. August 10, 2011 email from Daniel Hamilton, Senior Energy Efficiency Planner at SMUD, to Helen Selph.

Source: SMUD; July 28, 2011 email from Obadiah Bartholomy to Erik deKok; SMUD's 2010 avoided emission factor 865 lb/KWh

Notes: assumes average growth rate from 2008-2012 continues to 2020 and maximum program implementation/saturation occurs in 2020

Transportation & Land Use Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Transportation and Land Use Sectors

Mobility-Connectivity Measures

Traffic Calming Measures	Measure Performance	Sector (Transportation)	Scaled % Reduction	GHG Reduction
	2020	0.05%	45.4%	0.02% 873
	2035	0.05%	42.0%	0.02% 919
	2050	0.05%	40.9%	0.02% 1,026

Corresponding 2012 CAP Action Action 2.1.1
Location in GP Policy M 4.3.2

Source: Fehr & Peers 2011.

Notes: Continue to increase the use of traffic calming measures within the City that reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, 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, and others.

Range: 0.25 – 1.00% vehicle miles traveled (VMT) reduction. Given that traffic calming projects have been completed in the majority of eligible neighborhoods, the estimated VMT reduction for any further measures is 0.05%

Increase Pedestrian Facilities within the City by 1% annually	Measure Performance	Sector (Transportation)	Scaled % Reduction	GHG Reduction
	2020	0.3%	45.4%	0.1% 5,239
	2035	0.3%	42.0%	0.1% 5,517
	2050	0.3%	40.9%	0.1% 6,154

Corresponding 2012 CAP Action Action 2.2.1
Location in GP Policy M 2.1.1 Table 4-6: Program 7

Source: Fehr & Peers 2011.

Notes: Range: 0 - 10% VMT reduction within a specific site. Given that this measure applies to incremental improvements to the already robust citywide pedestrian network, this measure is estimated to achieve a VMT reduction of 0.3%. It should be noted that the effectiveness of this measure is predicated upon a 1.5% decrease in automobile mode share over the same time period, in line with the forecasting completed for the 2030 General Plan Update EIR.

Transportation & Land Use Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Transportation and Land Use Sectors

Increase Bicycle Facilities within the City by 5% annually	Measure	Sector	Scaled %		
	Performance	(Transportation)	Reduction	GHG Reduction	
	2020	1.5%	45.4%	0.7%	26,195
	2035	1.5%	42.0%	0.6%	27,584
	2050	1.5%	40.9%	0.6%	30,771

Corresponding 2012 CAP Action

Action 2.3.1

Location in GP

Policy M 5.1.1

Table 4-6: Program 11 Bike Share Program

Source: Fehr & Peers 2011.

Notes: A sustained 5% annual increase in bicycle infrastructure would result in a substantial increase in facilities during the planning horizon, and will likely result in a greater shift in mode share to bicycle travel than contemplated in the 2030 GP EIR modeling. It is estimated that this increase would result in a VMT reduction of 1.5%.

Increase Public Transit Service within the City above-and-beyond MTP projects (5% by 2020 and 10% by 2035)	Measure	Sector	Scaled %		
	Performance	(Transportation)	Reduction	GHG Reduction	
	2020	2.50%	45.4%	1.13%	43,658
	2035	5.00%	42.0%	2.10%	91,947
	2050	5.00%	40.9%	2.04%	102,568

Corresponding 2012 CAP Action

Action 2.4.1

Location in GP

Policy M 3.1.2

Table 4-6: Program 14

Notes: Range of Effectiveness: 0.5 – 24.6% VMT reduction and therefore 0.5-24.6% reduction in GHG

Source: Center for Clean Air Policy (CCAP). Transportation Emission Guidebook. http://www.ccap.org/safe/guidebook/guide_complete.html.

The Center for Clean Air Policy (CCAP) Guidebook attributes a 0.5 % reduction per 1% improvement in transit frequency.

As cited in: CAPCOA 2010. Quantifying GHG Mitigation Measures

Transportation & Land Use Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Transportation and Land Use Sectors
Land Use-Sustainability Measures

Transport City solid waste to Keifer Landfill instead of exporting out-of-state	Tons waste transported out-of-state	tons/waste hauling truck	# waste hauling truck trips	average distance to Sparks, NV (miles)	average distance to keifer landfill (miles)	VMT reduction/trip	VMT reduction	Emission factor (MT CO2/mile)	GHG reduction	
existing	156,023		15	10,402	135	12	123	1,279,389	0.001410145	1,804.12
	2020									
	2030									
	2050									
HDT emission factor (g/mile) @ 55 mph										
	1410.145	source: EMFAC 2007								
Conversion factor										
	0.000001	MT/g								

Corresponding 2012 CAP Action Action 2.5.1

Location in GP Policy U 5.1.2

Notes: assumes 15 tons/garbage truck load

Source of exported waste: <http://www.ciwmb.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>

Traffic Signal Coordination	Measure Performance	Portion of Signals Eligible for Coordination by 2035	Scaled Measure Performance	Portion of VMT affected (I-I) (VMT/day)	Gallons of Fuel (assumes 22 mpg)	Fuel reduction (gallons/day)	Emission Factor (Kg CO2/gallon)	Aggregate GHG reduction (MT CO2e/year)	Average GHG Reduction (MT CO2e/year)	
	2020							10,431		
	2035	8.6%	50%	4.30%	4,425,645	201,166	8,650	8.81	27,816	1,159
	2050							27,816		

Corresponding 2012 CAP Action Action 2.6.1

Location in GP Policy M 4.4.4

Source: Strategies to Reduce Greenhouse Gas Emissions from Transportation Sources, FHWA. http://www.fhwa.dot.gov/environment/glob_c5.pdf.

Notes: This study includes evidence of 4-13% reductions in fuel consumption for signal coordination projects and a specific 8.6% reduction in fuel consumption based on the California Fuel Efficient Traffic Signal Management

Source: Ryan Billeci, Telecommunication Engineer City of Sacramento - DOT. July 11, 2011 Email to Helen Selph and Ed Cox stating that 10-15 signals per year are added to coordination.

Source: CCAR 2009. GRP v 3.1. Appendix C.

Source: Fehr & Peers 2011.



Solid Waste and Recycling Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in the Solid Waste Sector

	Corresponding 2012 CAP Action		Location in GP
Waste reduction target	Portion of Inventory Affected	Measure Performance	GHG Reduction
75 percent diversion (3.45 lb/person/day disposal rate) from the waste stream by 2020	319,729	32.0%	102,313
90 percent diversion (1.38 lb/person/day disposal rate) from the waste stream by 2030	394,949	47.0%	185,626
100 percent diversion by 2040	470,169	57.0%	267,996
<hr/>			
City of Sacramento			
2005 Landfilled waste diversion rate (2005)	684,088 tons	43%	
2005 GHG emissions	241,862	MT CO2e	
<hr/>			
Waste-in-Place	tons	emissions	
L&D Landfill	1,453,000	22,994	
City of Sac Landfill	3,900,000	14,012	
		37,006	

Notes:

Assumes net increase of 32% in diversion (currently 43%); applies to net growth in emissions over projection period and does not apply to waste in place
 Assumes net increase of 47% in diversion (currently 43%); applies to net growth in emissions over projection period and does not apply to waste in place
 Assumes net increase of 57% in diversion (currently 43%); applies to net growth in emissions over

Source: Sacramento County 2009. GHG Emissions Inventory for Incorporated and Unincorporated Sacramento County. Appendix B. Prepared by ICF.



Water Conservation and Wastewater Strategies

This sheet provides detailed calculations and assumptions for GHG reducing actions in Water and Wastewater Sectors

						Corresponding 2012 CAP Action	Location in GP
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Notes:

Recycled water	Measure	Sector		Scaled % Reduction	GHG Reduction	
	Performance	(water/wastewater)	Subsector (outdoor)			
2020	0%	0.9%	67%	0.0%	-	
2035	2%	0.9%	67%	0.0%	532	
2050	2%	0.9%	67%	0.0%	625	

Action 5.1.1

Policy U 2.1.13

Source: August 26, 2011 email from Jim Peifer, Sacramento Department of Utilities, to Helen Selph, regarding recycled water implementation

20% Reduction in Water Consumption by 2020	Measure	Sector		Scaled % Reduction	GHG Reduction	
	Performance	(water/wastewater)	Subsector			
2020	20%	0.9%	0.2%	6,593		
2035	20%	0.9%	0.2%	7,984		
2050	20%	0.9%	0.2%	9,374		

Action 5.1.1

Policy U 2.1.10
Table 4-7: Programs 8, 9, 11, 13
Land Use & Urban Design Implementation Program #5

Community Emissions Inventory
Wastewater: Process N₂O Emissions from Centralized Wastewater Treatment



Lead Inventory Coordinator	
Jurisdiction	City of Sacramento
Lead Inventory Coordinator Name	
Title	
Department	
Telephone	
Email	

Emissions Inventory Year
2011

[Back to Intro](#)
[Inventory Log](#)

Step 1. Answer the following questions about your wastewater treatment plant. Your responses will be used to determine the appropriate formulas to calculate your greenhouse gas emissions from wastewater water treatment.

Question 1

Does your wastewater treatment plant use nitrification/denitrification processes to treat effluent? Select one from the menu below

No

Question 2

Does the wastewater treatment plant use aerobic or anaerobic processes to treat effluent? Select one from the menu below

Aerobic

Question 3

Does your jurisdiction record site-specific measurements for the average daily nitrogen load from treated effluent discharged from the wastewater treatment plant? Select one from the menu below. If you answer "No", be sure to fill out Step 2 on population served.

No

Question 4

If you answered "Yes" in question 3 above, enter the average total nitrogen discharged by your wastewater treatment plant (kg N / day) in the grey box below.

kg N / day

Step 2. Add the population served by your municipal wastewater treatment plant and any if there is additional industrial/commercial co-discharge. Input your municipality's information in the grey boxes below.

Information needed	Units	Input Data Here
Total domestic population served by your wastewater treatment plant	# people	472178.00

City of Sacramento Population, 2011. <http://quickfacts.census.gov/qfd/states/06/0664000.html>

Question 1

Does your jurisdiction contain commercial and/or industrial facilities? Please select one from the menu below.

Yes

Process emissions from your wastewater treatment plant

Units	N2O Process Emissions	
Metric Tons of N2O	1.8887	

Process emissions from effluent discharge to rivers and estuaries

Units	N2O Process Emissions	
Metric Tons of N2O	36.3843	

Total N2O Emissions from your wastewater treatment plant

Units	Total N2O Process Emissions
Metric Tons of N2O	38.2730

Data Sources and Notes for this Worksheet:

LGOP equations 10.8 and 10.10

Community Emissions Inventory
Wastewater: Stationary CH₄ Emissions from an Anaerobic Digester



Lead Inventory Coordinator	
Jurisdiction	City of Sacramento
Lead Inventory Coordinator Name	
Title	
Department	
Telephone	
Email	

Emissions Inventory Year
2011

[Back to Intro](#)
[Inventory Log](#)

Step 1. Anaerobic digesters are used to treat excess biosolids produced during wastewater treatment. If your municipality contains a facility which operates an anaerobic digester, answer the following question about your facility:

Question 1

Do you have site-specific measurements for (1) the volume of digester gas produced at your facility and (2) the fraction of methane in the digester gas? Select one from the drop down menu

Yes

NOTE: If significant industrial contributions of BOD5 are discharged to a treatment system in your jurisdiction, it is recommended that you collect site-specific measurements for (1) the volume of digester gas produced at your facility and (2) the fraction of methane in the digester gas. This information allows the calculator to more accurately reflect the contribution of industry to your anaerobic digester's methane emissions.

Information needed	Units	Input Data Here	
Digester gas produced	Cubic feet/day	2,268,000.00	Total for Sac Regional WWTP
Percent of methane in digester gas	Percent	61.20	

Calculated CH ₄ emissions from your anaerobic digester		
Units	CH ₄ Process Emissions	
Metric Tons of CH ₄	94.9793	Total for Sac Regional WWTP

Data Sources and Notes for this Worksheet:

Steve Nebozuk (SDA). 11/18/12 email to Heather Phillips, Ascent Environmental, Inc.; LGOP equation 10.1.

Community Emissions Inventory
Wastewater: Electricity Consumption

Lead Inventory Coordinator	
Jurisdiction	City of Sacramento
Lead Inventory Coordinator Name	
Title	
Department	
Telephone	
Email	

Emissions Inventory Year
2011



[Back to Intro](#)

[Inventory Log](#)

	2011	
	96,430,055 KWh	
SMUD emission factor	0.0002	MT CO2e/kWh
GHG emissions:	18,852	MT CO2e

Source: SRCSD; Steve Nebozuk. 4/3/2013 email to Heather Phillips, Ascent Environmental, regarding 2011 electricity consumption.

Source: SMUD. 2012. December 19, 2012 email from Obadiah Bartholomy (SMUD) to Helen Selph (City of Sacramento).

Sacramento Regional County Sanitation District Wastewater Treatment Plant GHG Emissions Summary

Wastewater: Process N₂O Emissions from Centralized Wastewater Treatment

Population Weighted	38.27 MT N ₂ O
GWP weighted	11,864.64 MT CO ₂ e

Wastewater: Stationary CH₄ Emissions from an Anaerobic Digester

Total	94.98 MT CH ₄
Population Weighted	31.23 MT CH ₄
GWP weighted	655.79 MT CO ₂ e

Wastewater: CO₂ Emissions from Electricity Consumption

Total	18,851.76 MT CO ₂
Population Weighted	6,198.29 MT CO ₂

Total WW GHG Emissions **18,718.72** MT CO₂e *Apportioned to City of Sacramento by 2011 population

Population Served		
Citrus Heights	84,330	5.9%
Elk Grove	154,908	10.8%
Folsom	73,001	5.1%
Rancho Cordova	65,606	4.6%
Sacramento	472,178	32.9%
Sacramento County	537,037	37.4%
West Sacramento	49,045	3.4%
	1,436,105	

Global Warming Potential (GWP)

CH ₄	21
N ₂ O	310

Source: ARB. 2010. Local Government Operations Protocol. Table E.1 GWP Factors for Greenhouse Gases

Source: <http://quickfacts.census.gov/qfd/states/06000.html>

Appendix G

Noise Modeling Data

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
1	El Centro Rd	Hankview Rd	Radio Rd	Arterial - Moderate Access Control	2	8,100	A	4	8,900	A	4	9,400	A
2	El Centro Rd/W El Camino Rd	Radio Rd	I-80	Arterial - Moderate Access Control	2	5,300	A	2	10,800	A	2	11,000	B
3	W Elkhorn Blvd	E Commerce Way	Natomas Blvd	Arterial - Moderate Access Control	2	13,300	C	6	21,600	A	6	21,400	A
4	Del Paso Rd	Power Line Rd	I-5	Arterial - Moderate Access Control	4	18,400	A	6	21,300	A	6	22,600	A
5	Del Paso Rd	I-5	Natomas Blvd	Arterial - High Access Control	6	37,200	B	6	37,500	B	6	37,200	B
6	Del Paso Rd	Natomas Blvd	Gateway Park Blvd	Arterial - High Access Control	6	17,300	A	6	31,700	A	6	31,100	A
7	San Juan Rd	El Centro Rd	Duckhorn Dr	Major Collector	2	4,900	A	2	6,900	A	2	6,900	A
8	Del Paso Rd	Gateway Park Blvd	Northgate Blvd	Arterial - Moderate Access Control	4	17,800	A	6	33,900	A	6	33,000	A
9	Northgate Blvd	Main Ave	North Market Blvd	Arterial - Moderate Access Control	4	19,000	A	4	27,400	C	4	26,100	C
10	Northgate Blvd	North Market Blvd	I-80	Arterial - High Access Control	6	34,900	A	6	47,100	C	6	45,400	C
11	Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	Arterial - Moderate Access Control	4	26,500	C	6	37,000	B	6	37,000	B
12	Truxel Rd	Arena Blvd	I-80	Arterial - High Access Control	8	49,700	B	8	67,600	D	8	68,700	D
13	Truxel Rd	Del Paso Rd	Arena Blvd	Arterial - High Access Control	8	21,300	A	8	25,100	A	8	25,500	A
14	North Market Blvd	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	14,700	A	4	20,000	A	4	19,700	A
15	Arena Blvd	I-5	Truxel Rd	Arterial - High Access Control	6	14,400	A	6	17,300	A	6	17,800	A
16	Arena Blvd	El Centro Rd	I-5	Arterial - High Access Control	6	22,000	A	6	22,100	A	6	22,100	A
17	E Commerce Way	W Elkhorn Blvd	N Park Dr	Arterial - Moderate Access Control	2	5,900	A	4	14,400	A	4	14,400	A
18	E Commerce Way	N Park Dr	Del Paso Rd	Arterial - Low Access Control	4	16,600	A	6	31,500	A	6	29,500	A
19	E Commerce Way	Del Paso Rd	Arena Blvd	Arterial - High Access Control	6	12,400	A	6	34,000	A	6	34,000	A
20	Del Paso Blvd	Globe Ave	El Camino Ave	Arterial - High Access Control	4	6,600	A	4	13,800	A	4	13,600	A
21	Del Paso Blvd	El Camino Ave	Marysville Blvd	Arterial - High Access Control	4	10,400	A	4	12,100	A	4	12,100	A
22	Del Paso Blvd	Marysville Blvd	Arcade Blvd	Major Collector	2	4,300	A	4	6,900	A	4	6,900	A
23	Rio Linda Blvd	Marysville Blvd	Norwood Ave	Major Collector	2	7,300	A	2	9,700	B	4	10,700	A
24	Rio Linda Blvd	Norwood Ave	Arcade Blvd	Major Collector	4	8,600	A	4	10,400	A	4	10,200	A
25	Rio Linda Blvd	Arcade Blvd	Lampasas Ave	Major Collector	4	11,300	A	4	13,500	A	4	13,200	A
26	Marysville Blvd	Rio Linda Blvd	Bell Ave	Major Collector	2	5,000	A	2	5,200	A	2	5,100	A
27	Marysville Blvd	I-80	Arcade Blvd	Arterial - Low Access Control	4	19,300	B	4	22,000	C	4	21,500	C
28	Marysville Blvd	Arcade Blvd	Del Paso Blvd	Arterial - Low Access Control	4	8,600	A	4	9,200	A	4	9,200	A
29	Norwood Ave	Main Ave	I-80	Arterial - High Access Control	4	17,500	A	4	21,800	A	4	24,300	B
30	Norwood Ave	Silver Eagle Rd	El Camino Ave	Arterial - Moderate Access Control	2	7,900	A	2	8,500	A	2	9,400	A
31	El Camino Ave	Grove Ave	Del Paso Blvd	Arterial - Moderate Access Control	2	13,100	C	2	18,400	F	2	18,200	F
32	El Camino Ave	Del Paso Blvd	I-80 Business	Arterial - Moderate Access Control	4	27,400	C	4	29,800	D	4	29,500	D
33	Arden Way	Del Paso Blvd	Royal Oaks Dr	Arterial - Moderate Access Control	4	22,100	B	4	25,300	C	4	24,600	B
34	Arden Way	Royal Oaks Dr	I-80 Business	Arterial - Moderate Access Control	4	31,800	D	4	39,100	E	4	39,000	E
35	Grand Ave	Norwood Ave	Rio Linda Blvd	Minor Collector	2	5,600	B	2	5,700	B	2	5,900	B
36	Silver Eagle Rd	Northgate Blvd	Norwood Ave	Arterial - Moderate Access Control	2	11,200	B	4	15,300	A	2	13,300	C
37	Main Ave	Northgate Blvd	Norwood Ave	Arterial - Low Access Control	4	13,900	A	4	23,300	B	4	22,800	B
38	Main Ave	Norwood Ave	Rio Linda Blvd	Major Collector	2	7,300	A	4	21,700	C	4	21,000	C
39	Main Ave	Marysville Blvd	Raley Blvd	Major Collector	2	1,000	A	2	5,300	A	2	5,200	A
40	W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	Arterial - Moderate Access Control	4	12,400	A	4	18,400	A	4	18,500	A
42	Arcade Blvd	Marysville Blvd	Roseville Rd	Major Collector	2	16,600	F	2	18,000	F	2	17,800	F
43	RALEY BL	Ascot Ave	Bell Ave	Arterial - Moderate Access Control	2	9,800	A	4	22,800	B	4	22,800	B
44	Bell Ave	Norwood Ave	Winters St	Arterial - Moderate Access Control	2	11,200	B	3	11,500	A	3	11,300	A
45	Roseville Rd	Arcade Blvd	Watt Ave	Arterial - Moderate Access Control	2	14,200	C	4	31,000	D	4	31,300	D
46	Winters St	Bell Ave	I-80	Arterial - Low Access Control	4	9,000	A	4	12,300	A	4	12,300	A
47	Royal Oaks Dr	Arden Way	SR-160	Major Collector	2	6,400	A	2	7,700	A	2	7,600	A
48	Dry Creek Rd	Marysville Blvd	Grand Ave	Major Collector	2	2,500	A	2	2,500	A	2	2,500	A
49	Arden Garden Connector	Northgate Blvd	Del Paso Blvd	Arterial - High Access Control	4	20,700	A	4	24,300	B	4	24,000	A
50	San Juan Rd	Truxel Rd	Northgate Blvd	Arterial - Low Access Control	4	16,700	A	4	22,000	C	4	21,800	C
51	W El Camino Ave	I-80	I-5	Arterial - Moderate Access Control	2	15,600	D	4	24,400	B	4	22,700	A
52	W El Camino Ave	I-5	Truxel Rd	Arterial - High Access Control	4	22,500	A	4	25,700	B	4	22,500	A
53	W El Camino Ave	Truxel Rd	Northgate Blvd	Arterial - Moderate Access Control	4	15,200	A	4	20,800	A	4	20,700	A
54	W El Camino Ave	Northgate Blvd	Grove Ave	Arterial - Moderate Access Control	2	13,000	C	2	20,300	F	2	20,500	F
55	Garden Hwy	I-80	Orchard Ln	Arterial - Moderate Access Control	2	1,000	A	2	1,000	A	2	1,000	A
56	Garden Hwy	Gateway Oaks Dr	I-5	Arterial - High Access Control	4	14,600	A	4	14,600	A	4	14,800	A

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
57	Northgate Blvd	I-80	San Juan Rd	Arterial - High Access Control	4	25,600	B	4	33,700	D	4	32,100	D
58	Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	Arterial - High Access Control	4	22,700	A	4	27,700	B	4	27,400	B
60	Truxel Rd	W El Camino Ave	Garden Hwy	Arterial - High Access Control	4	12,200	A	4	18,700	A	4	27,300	B
61	Truxel Rd	San Juan Rd	W El Camino Ave	Arterial - High Access Control	4	22,100	A	4	25,700	B	4	28,300	C
62	Truxel Rd	I-80	San Juan Rd	Arterial - High Access Control	6	33,400	A	6	35,200	A	6	34,600	A
63	I St	5th St	12th St	Arterial - One Way Low Access Control	3	16,600	C	3	16,600	C	3	20,400	E
64	I St	21st St	29th St	Major Collector	2	4,500	A	2	5,900	A	2	5,800	A
65	L St	5th St	15th St	Arterial - One Way Low Access Control	3	11,800	A	3	15,000	B	3	14,500	B
66	L St	15th St	29th St	Arterial - One Way Low Access Control	2	7,300	A	2	7,300	A	2	7,300	A
67	P St	16th St	29th St	Arterial - One Way Low Access Control	2	8,400	A	2	8,400	A	2	8,400	A
68	J St	3rd St	7th St	Arterial - One Way Low Access Control	3	19,300	D	3	19,300	D	3	19,300	D
69	J St	21st St	29th St	Arterial - One Way Low Access Control	3	14,000	B	3	21,900	E	3	22,300	E
70	Q St	3rd St	10th St	Arterial - One Way Low Access Control	3	12,200	A	3	12,900	A	3	13,100	A
71	7th St	P St	J St	Arterial - One Way Low Access Control	3	3,900	A	3	6,800	A	3	9,200	A
72	12th St	D St	I St	Arterial - One Way Low Access Control	3	7,100	A	3	7,100	A	3	7,100	A
73	12th St	N St	P St	Minor Collector	2	1,300	A	2	1,400	A	2	1,400	A
74	15th St	X St	Broadway	Arterial - One Way Low Access Control	3	8,600	A	3	9,700	A	3	10,300	A
75	15th St	J St	P St	Arterial - One Way Low Access Control	3	10,300	A	3	10,300	A	3	10,300	A
76	16th St	P St	W St	Arterial - One Way Low Access Control	3	13,300	A	3	13,300	A	3	13,300	A
77	29th St	J St	P St	Arterial - One Way Low Access Control	3	14,200	B	3	26,200	F	3	27,500	F
78	30th St	P St	J St	Arterial - One Way Low Access Control	3	8,900	A	3	16,400	C	3	16,400	C
79	Alhambra Blvd	Stockton Blvd	Broadway	Arterial - Low Access Control	2	12,600	D	2	12,600	D	2	12,600	D
80	Broadway	3rd St	5th St	Arterial - Low Access Control	2	7,500	A	4	7,600	A	4	7,600	A
81	Broadway	Riverside Blvd	Franklin Blvd	Arterial - Low Access Control	4	17,600	A	4	24,800	D	4	25,600	D
82	Richards Blvd	Bercut Dr	N 7th St	Arterial - High Access Control	4	21,400	A	4	21,400	A	4	21,500	A
83	Exposition Blvd	SR-160	I-80 Business	Arterial - High Access Control	4	19,600	A	4	21,300	A	4	21,800	A
84	Exposition Blvd	I-80 Business	Arden Way	Arterial - High Access Control	6	31,400	A	6	40,400	B	6	40,800	B
85	Arden Way	I-80 Business	Exposition Blvd	Arterial - High Access Control	8	51,300	B	8	60,800	C	8	61,400	C
86	El Camino Ave	I-80 Business	Howe Ave	Arterial - Moderate Access Control	4	32,400	D	4	35,200	E	4	35,400	E
87	Marconi Ave	I-80 Business	Bell St	Arterial - Moderate Access Control	4	19,800	A	4	19,800	A	4	19,800	A
88	Auburn Blvd	Howe Ave	Watt Ave	Major Collector	2	7,100	A	3	10,100	A	3	10,000	A
89	Auburn Blvd	Watt Ave	SR-244	Major Collector	4	18,800	B	4	20,500	C	4	20,400	C
90	Auburn Blvd	El Camino Ave	Arcade Blvd	Major Collector	2	7,000	A	2	11,400	D	2	11,500	D
91	American River Dr	Howe Ave	Watt Ave	Major Collector	2	9,200	B	2	11,900	D	2	11,800	D
92	Heritage Ln	Arden Way	Exposition Blvd	Major Collector	4	8,200	A	4	10,700	A	4	10,800	A
93	Howe Ave	US-50	Fair Oaks Blvd	Arterial - High Access Control	4	48,400	F	4	59,200	F	4	58,900	F
101	Howe Ave	Fair Oaks Blvd	Hurley Way	Arterial - High Access Control	6	48,400	D	6	64,400	F	6	63,700	F
102	Howe Ave	Hurley Way	El Camino Ave	Arterial - High Access Control	6	28,400	A	6	38,700	B	6	38,500	B
103	Howe Ave	El Camino Ave	Auburn Blvd	Arterial - Moderate Access Control	2	14,000	C	4	26,600	E	4	26,500	E
105	Alta Arden Ex	Howe Ave	Fulton Ave	Arterial - High Access Control	4	14,300	A	4	17,500	A	4	17,900	A
106	Fair Oaks Blvd	Howe Ave	Munroe St	Arterial - High Access Control	6	37,300	B	6	37,400	B	6	37,400	B
107	Fair Oaks Blvd	Munroe St	Watt Ave	Arterial - Moderate Access Control	4	35,300	E	4	38,300	F	4	38,400	F
108	Fair Oaks Blvd	Watt Ave	Eastern Ave	Arterial - High Access Control	4	37,400	E	4	43,600	F	4	43,100	F
110	Watt Ave	Fair Oaks Blvd	US-50	Arterial - High Access Control	6	71,300	F	6	84,200	F	6	84,200	F
112	Elvas Ave/56th St	52nd St	H St	Major Collector	2	7,700	A	2	11,000	C	2	14,600	F
113	Elvas Ave	J St	Folsom Blvd	Major Collector	3	16,800	C	2	18,800	F	2	18,900	F
114	H St	Alhambra Blvd	45th St	Major Collector	2	15,000	F	2	17,600	F	2	15,100	F
115	H St	45th St	Carlson Dr	Major Collector	2	15,700	F	2	21,000	F	2	21,400	F
116	J St	Alhambra Blvd	56th St	Arterial - Moderate Access Control	4	14,500	A	4	17,000	A	2	15,500	D
117	Folsom Blvd	47th St	65th St	Arterial - Moderate Access Control	4	17,800	A	4	24,800	B	2	22,600	F
118	Folsom Blvd	Howe Ave	Jackson Hwy	Arterial - Moderate Access Control	4	35,200	E	4	43,500	F	4	43,300	F
119	Howe Ave	US 50	14th Ave	Arterial - High Access Control	6	49,500	D	6	61,400	F	6	62,700	F
120	Stockton Blvd	Alhambra Blvd	US-50	Arterial - Moderate Access Control	4	13,400	A	4	24,600	B	4	24,300	B
121	Jackson Hwy	Folsom Blvd	S Watt Ave	Arterial - Moderate Access Control	2	13,000	C	4	22,500	B	4	22,600	B
122	Hornet Dr	US-50 WB Ramps	Folsom Blvd	Major Collector	4	21,300	C	4	28,800	F	4	29,700	F

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
123	La Rivera Dr	Watt Ave	Folsom Blvd	Major Collector	2	18,100	F	2	18,200	F	2	18,200	F
124	Carlson Dr	Moddison Ave	H St	Minor Collector	2	11,000	F	2	13,100	F	2	13,100	F
125	College Town Dr	Hornet Dr	La Rivera Dr	Arterial - Low Access Control	4	19,200	B	4	28,100	E	4	27,900	E
126	39th St	Folsom Blvd	J St	Minor Collector	2	4,500	A	2	7,800	D	2	6,600	C
127	59th St	Folsom Blvd	Broadway	Arterial - Moderate Access Control	2	14,700	D	2	14,800	D	2	14,800	D
128	C St	33rd St	McKinley Blvd	Major Collector	2	5,000	A	2	10,500	C	2	10,400	C
129	Sutterville Rd	Riverside Blvd	Freeport Blvd	Arterial - Moderate Access Control	2	16,100	D	2	16,100	D	2	16,500	E
130	Sutterville Rd	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	27,600	C	4	30,300	D	4	30,700	D
131	Seamas Ave	I-5	S Land Park Dr	Arterial - Moderate Access Control	4	15,200	A	4	17,300	A	4	17,300	A
132	Fruitridge Rd	S Land Park Dr	Freeport Blvd	Arterial - Moderate Access Control	4	15,200	A	4	15,300	A	4	15,200	A
133	Fruitridge Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	23,600	B	4	25,500	C	4	25,500	C
134	Fruitridge Rd	Franklin Blvd	SR-99	Arterial - Moderate Access Control	4	32,600	E	4	32,800	E	4	33,000	E
135	Franklin Blvd	Broadway	5th Ave	Arterial - Moderate Access Control	2	5,800	A	2	12,100	B	2	12,500	B
136	Franklin Blvd	Sutterville Rd	Fruitridge Rd	Arterial - Moderate Access Control	4	16,400	A	4	19,800	A	4	19,700	A
137	Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	Arterial - Moderate Access Control	4	26,000	C	4	28,600	C	4	28,300	C
138	Riverside Blvd	Broadway	2nd Ave	Major Collector	3	10,900	A	3	11,900	A	3	12,500	A
139	Riverside Blvd	Sutterville Rd	Seamas Ave	Arterial - Moderate Access Control	2	6,000	A	2	6,100	A	2	6,100	A
140	Land Park Dr	Broadway	Vallejo Way	Major Collector	2	10,300	C	2	11,200	C	2	11,000	C
141	S Land Park Dr	Sutterville Rd	Seamas Ave	Major Collector	2	4,200	A	2	4,300	A	2	4,300	A
142	24th St	Sutterville Rd	Fruitridge Rd	Major Collector	4	9,400	A	4	11,500	A	4	11,400	A
143	Stockton Blvd	US-50	Broadway	Arterial - Moderate Access Control	4	24,300	B	4	27,800	C	4	28,200	C
144	Stockton Blvd	Broadway	Fruitridge Rd	Arterial - Moderate Access Control	4	22,100	B	4	23,200	B	4	23,400	B
145	Broadway	Alhambra Blvd	Stockton Blvd	Arterial - Moderate Access Control	4	16,500	A	4	20,300	A	4	20,300	A
146	Broadway	Stockton Blvd	65th St	Arterial - Moderate Access Control	2	15,500	D	2	17,200	E	2	17,200	E
147	65th St	Elvas Ave	14th Ave	Arterial - Moderate Access Control	4	27,100	C	4	33,500	E	4	33,200	E
148	Power Inn Rd	14th Ave	Fruitridge Rd	Arterial - Moderate Access Control	4	31,600	D	6	38,200	B	6	38,300	B
149	12th Ave	Martin Luther King Jr Blvd	SR-99	Major Collector	2	16,400	F	4	16,700	A	4	16,800	A
150	14th Ave	65th St	Power Inn Rd	Arterial - Low Access Control	4	10,500	A	4	14,100	A	4	15,200	A
151	Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	Arterial - Moderate Access Control	4	18,900	A	4	18,900	A	4	18,900	A
152	Fruitridge Rd	SR-99	44th St	Arterial - High Access Control	4	29,300	C	4	36,100	E	4	36,400	E
153	Fruitridge Rd	44th St	Stockton Blvd	Arterial - Moderate Access Control	4	29,300	D	4	32,200	D	4	32,200	D
154	Fruitridge Rd	Stockton Blvd	65th St	Arterial - Moderate Access Control	4	20,600	A	4	23,900	B	4	23,700	B
155	Fruitridge Rd	65th St	Florin Perkins Rd	Arterial - Moderate Access Control	4	15,200	A	4	17,100	A	4	17,400	A
156	Fruitridge Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,700	A	4	13,200	A	4	13,300	A
157	Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	Major Collector	2	9,100	B	2	11,100	C	2	11,100	C
158	T St	Stockton Blvd	59th St	Major Collector	2	2,700	A	2	3,300	A	2	3,000	A
159	33rd St	4th Ave	12th Ave	Minor Collector	2	5,300	B	2	5,700	B	2	5,800	B
160	Raley Blvd	Bell Ave	I-80	Arterial - Moderate Access Control	4	26,300	C	4	38,200	F	4	38,100	F
161	S Watt Ave	US-50	Kiefer Blvd	Arterial - High Access Control	6	42,700	B	6	71,100	F	6	71,100	F
162	Florin Rd	Riverside Blvd	Havenside Dr	Arterial - High Access Control	4	7,900	A	4	8,500	A	4	8,400	A
163	Florin Rd	Havenside Dr	I-5	Arterial - High Access Control	4	35,400	D	4	41,200	F	4	41,200	F
164	Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven dr	Major Collector	4	9,500	A	4	9,600	A	4	9,600	A
165	Pocket Rd	Greenhaven dr	Freeport Blvd	Arterial - High Access Control	4	24,500	B	4	29,100	C	4	29,400	C
166	43rd Ave	Gloria Dr	13th St	Major Collector	2	6,500	A	2	6,500	A	2	6,500	A
167	S Land Park Dr	Windbridge Dr	Florin Rd	Major Collector	2	3,800	A	2	4,200	A	2	4,000	A
168	Gloria Dr	Florin Rd	43rd Ave	Minor Collector	2	3,900	A	2	3,900	A	2	3,900	A
169	Greenhaven Dr	Gloria Dr	Florin Rd	Major Collector	2	6,600	A	2	6,700	A	2	6,700	A
170	Freeport Blvd	Pocket Rd	South City Limits	Arterial - Moderate Access Control	2	5,600	A	2	14,100	C	2	14,200	C
171	Freeport Blvd	Florin Rd	Pocket Rd	Arterial - High Access Control	4	12,300	A	4	13,900	A	4	14,000	A
172	24th St	Fruitridge Rd	Florin Rd	Major Collector	4	14,000	A	4	16,200	A	4	16,300	A
173	24th St	Florin Rd	Meadowview Rd	Major Collector	4	13,800	A	4	19,700	C	4	19,700	C
174	Meadowview Rd	Freeport Blvd	Brookfield Dr	Arterial - Moderate Access Control	4	25,300	C	4	25,300	C	4	25,300	C
175	Florin Rd	Freeport Blvd	Franklin Blvd	Arterial - Moderate Access Control	4	34,100	E	4	38,100	F	4	38,000	F
176	43rd Ave/Blair Ave	13th St	Freeport Blvd	Arterial - Low Access Control	2	7,700	A	2	7,800	A	2	7,800	A
177	47th Ave	24th St	Franklin Blvd	Arterial - Moderate Access Control	4	22,600	B	4	26,700	C	4	27,000	C

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
178	Franklin Blvd	Fruitridge Rd	47th Ave	Arterial - Moderate Access Control	4	14,200	A	4	17,400	A	4	17,200	A
180	Stockton Blvd	Florin Rd	Mack Rd	Arterial - Moderate Access Control	4	26,500	C	6	34,900	A	6	34,800	A
181	65th St	14th Ave	Fruitridge Rd	Arterial - High Access Control	4	24,400	B	4	28,400	C	4	28,200	C
182	65th Ex	Elder Creek Rd	Stockton Blvd	Arterial - High Access Control	4	17,300	A	4	19,600	A	4	19,600	A
183	Power Inn Rd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,100	B	4	28,900	C	4	28,800	C
184	S Watt Ave	Kiefer Blvd	Jackson Hwy	Arterial - Moderate Access Control	4	31,500	D	6	65,600	F	6	65,400	F
185	Florin Rd	Franklin Blvd	SR-99	Arterial - High Access Control	6	40,600	B	6	45,900	C	6	46,000	C
186	Florin Rd	SR-99	65th St	Arterial - High Access Control	6	55,200	E	6	64,300	F	6	64,200	F
187	Florin Rd	65th St	Stockton Blvd	Arterial - High Access Control	6	29,700	A	6	39,100	B	6	39,100	B
188	Florin Rd	Stockton Blvd	Power Inn Rd	Arterial - High Access Control	4	23,300	A	4	27,900	B	4	28,000	B
189	Florin Rd	Power Inn Rd	Florin Perkins Rd	Arterial - Moderate Access Control	4	21,200	A	4	26,900	B	4	27,100	B
190	Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	Arterial - Moderate Access Control	4	23,300	B	4	27,000	D	4	27,400	E
191	Elder Creek Rd	Florin Perkins Rd	Hedge Ave	Arterial - Moderate Access Control	2	6,100	A	2	14,600	E	2	14,500	E
192	Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	Arterial - Moderate Access Control	4	19,900	A	4	22,200	B	4	22,100	B
193	Florin Perkins Rd	Elder Creek Rd	Florin Rd	Arterial - Moderate Access Control	4	19,100	A	4	19,200	A	4	19,200	A
194	Mack Rd	Meadowview Rd	Franklin Blvd	Arterial - High Access Control	4	24,100	B	4	24,100	B	4	24,100	B
195	Mack Rd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	4	29,600	C	4	32,500	D	4	32,600	D
196	Mack Rd	Center Pkwy	Stockton Blvd	Arterial - High Access Control	4	26,000	B	4	29,100	D	4	29,100	D
197	Center Pkwy	Tangerine Ave	Mack Rd	Arterial - Moderate Access Control	2	6,200	A	2	6,700	A	2	6,700	A
198	Center Pkwy	Mack Rd	Bruceville Rd	Arterial - Moderate Access Control	4	7,000	A	4	7,000	A	4	7,000	A
199	Valley Hi Dr	Franklin Blvd	Center Pkwy	Major Collector	2	9,900	C	2	11,600	D	2	11,600	D
200	Valley Hi Dr	Center Pkwy	Mack Rd	Arterial - Moderate Access Control	4	20,300	A	4	20,300	A	4	20,300	A
201	Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	Arterial - Moderate Access Control	4	16,900	A	4	26,500	C	4	26,500	C
202	Bruceville Rd	Consumnes River Blvd	Calvine Rd	Arterial - High Access Control	6	32,300	A	6	32,900	A	4	32,400	D
203	Franklin Blvd	Village Wood Dr	Big Horn Blvd	Arterial - High Access Control	4	18,800	A	4	18,900	A	4	18,900	A
204	Franklin Blvd	Mack Rd	Turnbridge Dr	Arterial - High Access Control	4	22,300	A	4	24,700	B	4	24,600	B
205	Franklin Blvd	47th Ave	Turnbridge Dr	Arterial - Moderate Access Control	4	26,800	C	4	29,300	C	4	29,400	C
206	Stockton Blvd	Fruitridge Rd	Florin Rd	Arterial - Moderate Access Control	4	25,200	B	4	27,400	C	4	27,500	C
207	65th Ex	Stockton Blvd	Florin Rd	Arterial - Moderate Access Control	4	18,700	A	4	21,000	A	4	21,000	A
208	Power Inn Rd	Florin Rd	Elsie Ave	Arterial - Moderate Access Control	4	30,900	D	4	33,600	E	4	33,600	E
210	47th Ave	Franklin Blvd	SR-99	Arterial - High Access Control	6	33,800	A	6	38,900	B	6	38,900	B
211	47th Ave	SR-99	Stockton Blvd	Arterial - Moderate Access Control	4	33,900	E	4	36,000	E	4	36,200	F
212	Franklin Blvd	Mack Rd	Village Wood Dr	Arterial - High Access Control	4	22,400	A	4	23,200	A	4	23,300	A
254	Elkhorn Blvd	SR-99	E Commerce Way	Arterial - Moderate Access Control	2	15,300	D	6	19,300	A	6	19,300	A
257	Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	Arterial - Moderate Access Control	4	29,700	D	4	32,300	F	4	31,400	F
258	Folsom Blvd	US-50	Howe Ave	Arterial - Moderate Access Control	4	22,400	B	4	33,900	E	2	29,500	F
260	Cosumnes River Blvd	Franklin Blvd	Center Pkwy	Arterial - High Access Control	2	16,200	D	4	29,700	C	4	29,800	C
261	Freeport Blvd	21st St	Sutterville Rd (N)	Arterial - Moderate Access Control	4	17,500	A	4	25,000	B	2	22,200	F
262	Freeport Blvd	Broadway	21st St	Major Collector	2	9,800	B	2	15,200	F	2	15,100	F
263	Land Park Dr	Vallejo Way	13th Ave (S)	Major Collector	2	7,800	A	2	7,800	A	2	7,900	A
264	Land Park Dr	13th Ave (S)	Sutterville Rd	Major Collector	2	7,100	A	4	7,400	A	4	7,500	A
265	Riverside Blvd	7th Ave	Sutterville Rd	Major Collector	2	9,500	B	4	13,300	A	4	12,700	A
266	Riverside Blvd	2nd Ave	7th Ave	Major Collector	2	10,900	C	2	12,100	D	2	12,300	D
267	24th St	Donner Way	Sutterville Rd	Major Collector	4	2,000	A	2	3,700	A	2	3,700	A
268	Sutterville Rd	Freeport Blvd	Sutterville Bypass	Arterial - Moderate Access Control	4	24,800	B	4	24,900	B	4	24,900	B
269	5th St	Broadway	Vallejo Way	Minor Collector	2	4,200	A	2	4,400	A	2	5,300	B
270	Broadway	5th St	Riverside Blvd	Arterial - Moderate Access Control	3	9,700	A	4	9,800	A	4	9,800	A
271	Elder Creek Rd	Florin Perkins Rd	S Watt Ave	Arterial - Moderate Access Control	2	10,300	A	4	17,900	A	4	18,100	A
272	Richards Blvd	N 7th St	N 12th St	Arterial - Moderate Access Control	4	16,900	A	4	38,200	F	4	38,500	F
273	12th St	Richards Blvd	D St	Arterial - One Way Moderate Access Control	4	19,000	A	4	24,800	B	4	26,800	C
274	16th St	Richards Blvd	I St	Arterial - One Way Moderate Access Control	4	24,100	B	4	28,000	C	4	27,600	C
275	N 7th St	Richards Blvd	B St	Major Collector	2	5,700	A	4	14,600	A	4	14,100	A
276	Florin Rd	I-5	Freeport Blvd	Arterial - Moderate Access Control	4	33,400	E	4	36,400	F	4	36,400	F
277	Cosumnes River Blvd	Center Pkwy	SR-99	Arterial - High Access Control	2	16,200	D	4	24,200	B	4	24,200	B
278	Garden Hwy	Orchard Ln	Gateway Oaks Dr	Arterial - High Access Control	2	16,300	D	2	16,400	D	2	16,400	D

ID	Name	Segment		Functional Classification	Existing			Cumulative No Project			Cumulative Plus Project		
		From	To		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
279	J St	7th St	10th St	Arterial - One Way Low Access Control	3	16,700	C	3	16,700	C	3	16,700	C
280	J St	10th St	16th St	Arterial - One Way Low Access Control	3	18,000	C	3	18,100	D	3	18,100	D
281	P St	16th St	9th St	Arterial - One Way Low Access Control	3	7,900	A	3	7,900	A	3	7,900	A
282	P St	9th St	2nd St	Arterial - One Way Low Access Control	3	8,200	A	3	9,300	A	3	8,200	A
283	Franklin Blvd	5th Ave	Sutterville Rd	Arterial - Low Access Control	2	8,800	A	2	13,200	D	2	13,300	D
284	J St/Fair Oaks Blvd	H St	Howe Ave	Arterial - Moderate Access Control	4	5,100	A	4	9,700	A	4	9,500	A
285	Folsom Blvd	Jackson Hwy	S Watt Ave	Arterial - Moderate Access Control	4	14,100	A	4	16,500	A	4	16,400	A
286	Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	Arterial - Moderate Access Control	4	23,400	B	4	24,000	B	4	24,100	B
287	Freeport Blvd	Fruitridge Rd	Florin Rd	Arterial - High Access Control	4	16,200	A	4	19,700	A	4	19,500	A
288	Garden Hwy	I-5	Truxel Rd	Arterial - High Access Control	2	31,000	F	4	38,900	E	4	35,700	D
289	Garden Hwy	Truxel Rd	Northgate Blvd	Arterial - High Access Control	2	41,400	F	2	44,400	F	2	44,400	F
290	Norwood Ave	I-80	Silver Eagle Rd	Arterial - Moderate Access Control	4	16,100	A	2	16,100	D	4	19,300	A
301	SR-99	W Elkhorn Blvd	I-5/SR-99 Interchange	Freeway	4	50,900	C	4	78,800	E	4	79,500	E
302	I-5	I-5/SR-99 Interchange	Arena Blvd	Freeway	6	132,000	F	6	165,400	F	6	166,200	F
303	I-5	Arena Blvd	I-5/I-80 Interchange	Freeway	8	148,500	D	8	196,600	F	8	197,000	F
304	I-5	I-5/I-80 Interchange	W El Camino Ave	Freeway	6	103,300	D	8	126,100	D	8	131,400	D
305	I-5	W El Camino Ave	Richards Blvd	Freeway	8	179,900	F	8	203,400	F	8	202,600	F
306	I-5	Richards Blvd	J St	Freeway	8	179,300	F	8	190,800	F	8	187,500	F
307	I-5	J St	I-5/I-80 Business & US 50 Interchange	Freeway	7	173,300	F	7	174,500	F	7	170,900	F
308	I-5	I-5/I-80 Business & US-50 Interchange	Sutterville Rd	Freeway	8	109,700	C	8	109,700	C	8	112,600	C
309	I-5	Sutterville Rd	43rd Ave	Freeway	8	135,800	D	8	143,000	D	8	144,900	D
310	I-5	43rd Ave	Florin Rd	Freeway	8	89,900	C	8	98,100	C	8	99,700	C
311	I-5	Florin Rd	City Limits	Freeway	6	75,700	C	6	87,400	C	6	88,400	C
312	SR-99	SR-99/I-80 Business/US-50 Interchange	Fruitridge Rd	Freeway	7	209,500	F	7	246,800	F	7	250,400	F
313	SR-99	Fruitridge Rd	47th Ave	Freeway	6	151,000	F	6	201,100	F	6	206,300	F
314	SR-99	47th Ave	Mack Rd	Freeway	6	171,000	F	6	223,700	F	6	227,500	F
315	SR-99	Mack Rd	Sheldon Rd	Freeway	6	96,800	D	6	135,400	F	6	136,200	F
316	I-80	Garden Hwy	I-5/I-80 Interchange	Freeway	6	81,300	C	6	94,800	D	6	90,300	C
317	I-80	I-5/I-80 Interchange	Northgate Blvd	Freeway	6	139,000	F	6	142,400	F	6	144,100	F
318	I-80	Northgate Blvd	Watt Ave	Freeway	6	142,000	F	6	145,000	F	6	146,600	F
319	US-50/I-80 Business	I-5/US-50 & I-80 Business Interchange	SR-99/US-50/I-80 Business Interchange	Freeway	10	252,000	F	10	283,700	F	10	282,600	F
320	US-50	SR-99/US-50/I-80 Business Interchange	65th St	Freeway	8	229,200	F	8	239,900	F	8	243,800	F
321	US-50	65th St	S Watt Ave	Freeway	8	174,200	F	8	178,800	F	8	180,800	F
322	I-80 Business	SR-99/US-50/I-80 Business Interchange	J St	Freeway	7	114,800	D	7	134,700	E	7	136,100	E
323	I-80 Business	J St	SR-160 Interchange	Freeway	6	166,800	F	6	155,200	F	6	158,900	F
324	I-80 Business	SR-160 Interchange	El Camino Ave	Freeway	7	159,500	F	8	180,400	F	8	183,800	F
325	I-80 Business	El Camino Ave	Marconi Ave	Freeway	7	149,300	F	8	170,600	F	8	173,200	F
326	I-80 Business	Marconi Ave	Fulton Ave	Freeway	6	133,200	F	6	141,600	F	6	142,800	F
327	I-80 Business	Fulton Ave	City Limits	Freeway	6	139,100	F	6	144,200	F	6	144,900	F
328	SR-160	Richards Blvd	Business 80 Interchange	Freeway	4	35,400	B	4	43,500	C	4	45,900	C

Note: Due to the level of detail contained in the General Plan level of service analysis, the number of lanes may differ from the above values for portions of select roadway segments. Field verification may be required to determine existing number of roadway lanes. Please refer to the attached model plots included in this appendix for detailed future year lane assumptions under Cumulative Plus Project conditions.