

# Appendix A

## **Notice of Preparation**

DATE: February 15, 2017

TO: Interested Persons

FROM: Tom Buford, Senior Planner  
Community Development Department

RE: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND  
SCOPING MEETING FOR THE DOWNTOWN SPECIFIC PLAN**

**COMMENT PERIOD**

**February 15, 2017 – March 17, 2017**

**SCOPING MEETING**

**City Hall, 915 I Street**

**Thursday, March 2, 2017; 6-8 p.m.**

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

**INTRODUCTION**

The City of Sacramento (City) is the Lead Agency for preparation of an Environmental Impact Report (EIR) for the proposed Downtown Specific Plan (DSP). The EIR to be prepared by the City will evaluate potential significant environmental effects of the proposed DSP and other actions and transactions associated with the proposed DSP. Written comments regarding the issues that should be covered in the EIR, including potential alternatives to the proposed DSP and the scope of the analysis, are invited.

The EIR for the proposed DSP is being prepared for the project in compliance with the California Environmental Quality Act (CEQA). Under CEQA, upon deciding to prepare an EIR, the City as lead agency must issue a Notice of Preparation (NOP) to inform trustee agencies, the public, and responsible agencies of that decision. The purpose of the NOP is to provide information describing the project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. Agencies should

comment on such information as it relates to their statutory responsibilities in connection with the project.

The EIR will provide an evaluation of potential environmental impacts associated with development of the proposed DSP. The proposed DSP project description, location, and environmental issue areas that may be affected by development of the proposed project are described below. The EIR will evaluate the potentially significant environmental impacts of the proposed project, on both a direct and cumulative basis, identify mitigation measures that may be feasible to lessen or avoid such impacts, and identify alternatives to the proposed project.

### **PROJECT LOCATION/SETTING**

Figure 1 (Regional Location Map) shows the location of the DSP area in the Sacramento region. The DSP area is generally bounded by the Sacramento River to the west; Business 80 (Route 51) to the east; the American River on the north (not including the River District and Railyards specific plan areas), and Broadway on the South. Figure 2 (Project Location Map) illustrates the proposed DSP area from a downtown Sacramento vicinity perspective.

### **PROJECT DESCRIPTION**

On August 25, 2015 the Sacramento City Council initiated the DSP, which will be a key program to implement the Downtown Housing Initiative Plan, an initiative to develop 10,000 places to live in downtown Sacramento.

The DSP is intended to incorporate technical analyses, surveys, design standards, land use, public improvements and information related to environmental and historical regulatory items that may affect development in the DSP area. Grid 3.0, a transportation strategy proposed for the DSP area would be included in the DSP and would be approved as the DSP's Mobility chapter. Grid 3.0 may be reviewed online at [www.sacgrid.com/](http://www.sacgrid.com/).

The Downtown Housing Initiative proposes to increase population density to a level that can sustain and attract additional investments such as hotel, grocery and retail establishments. It also recommends mixed income and multi-modal friendly residences to meet a diverse range of housing needs. This strategy has the added benefits of stabilizing the tax base, attracting and keeping young professionals, families and retirees while providing the economic stability to support fast-paced growth projects.

The proposed DSP would respond to the Downtown Housing Initiative by including land use regulations and policies designed to streamline the housing development process and identify necessary public improvements to support new housing development. The Community Development Department will be the lead agency in developing the DSP and ensuring the plan is consistent with both the framework of the Downtown Initiative and the City's 2035 General Plan.

The proposed DSP will include the following components:

1. Downtown Specific Plan, which will include the following chapters:
  - a. Land Use
  - b. Infrastructure Financing
  - c. Mobility (Grid 3.0)
  - d. Arts and Culture
  - e. Design Guidelines and Development Standards
  - f. Housing
  - g. Historic and Cultural Resources
  - h. Utilities
  - i. Sustainability
  - j. Health and Safety
  - k. Economy and Innovation
  - l. Education, Recreation and Open Spaces
  - m. Implementation Programs
2. Amendments to the Central City Design Guidelines
3. Amendments to the Planning and Development Code and General Plan, as necessary
4. Historic Survey Report for the R Street Corridor
5. Infrastructure Finance Plan
6. Identified Sites for Hotels
7. Environmental Impact Report

The City of Sacramento Community Development Department has developed an initial map of vacant and underutilized opportunity sites (approximately 100) that it considers to have the greatest likelihood for residential development. As part of the planning process, the opportunity sites and market analysis will inform a thorough analysis of the infrastructure required to develop the sites, specific plan policies, the historic resource survey and the Environmental Impact Report.

Additional information and materials relating to the proposed project are available on the City's web site at [www.downtownspecificplan.com](http://www.downtownspecificplan.com).

### **ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR**

The EIR will analyze potentially significant impacts that result from implementation of the proposed DSP.

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, including:

- Aesthetics, Light and Glare
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions, Climate Change and Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Growth Inducement
- Urban Decay
- Cumulative Impacts
- Alternatives

### **SUBMITTING COMMENTS**

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Written comments or questions concerning the EIR for the proposed project should be directed to the City's environmental project manager at the following address by 5:00 p.m. on March 17, 2017. Please include the commenter's full name and address.

Tom Buford, Senior Planner,  
City of Sacramento Community Development Department,  
300 Richards Blvd., Third Floor, Sacramento, CA 95811.  
Tele (916) 808-7931  
E-mail: [tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org)

Figure 1 Regional Location Map

Figure 2 Project Location Map

Figure 3 Opportunity Sites

Figure 1, Regional Location Map

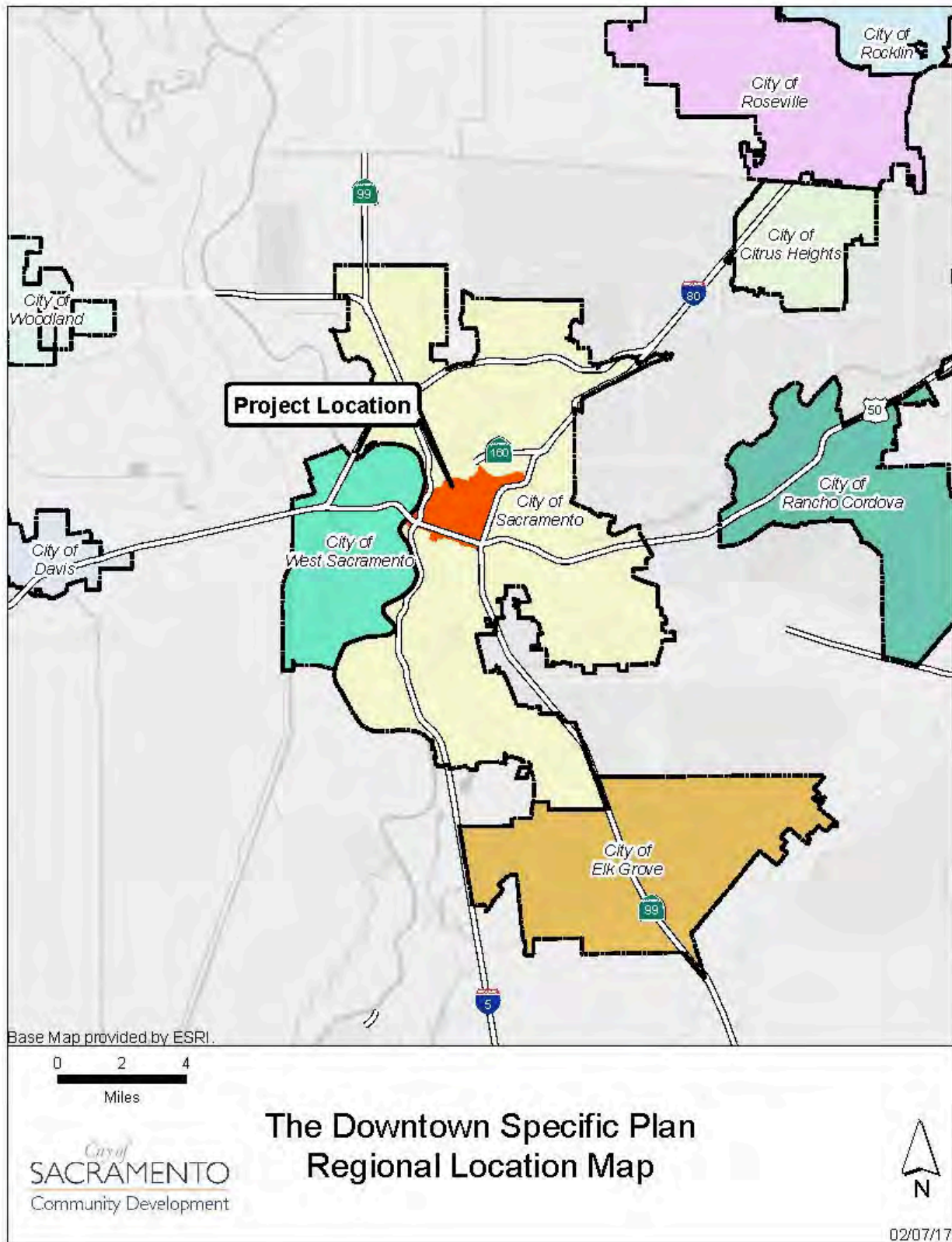


Figure 2, Project Location Map

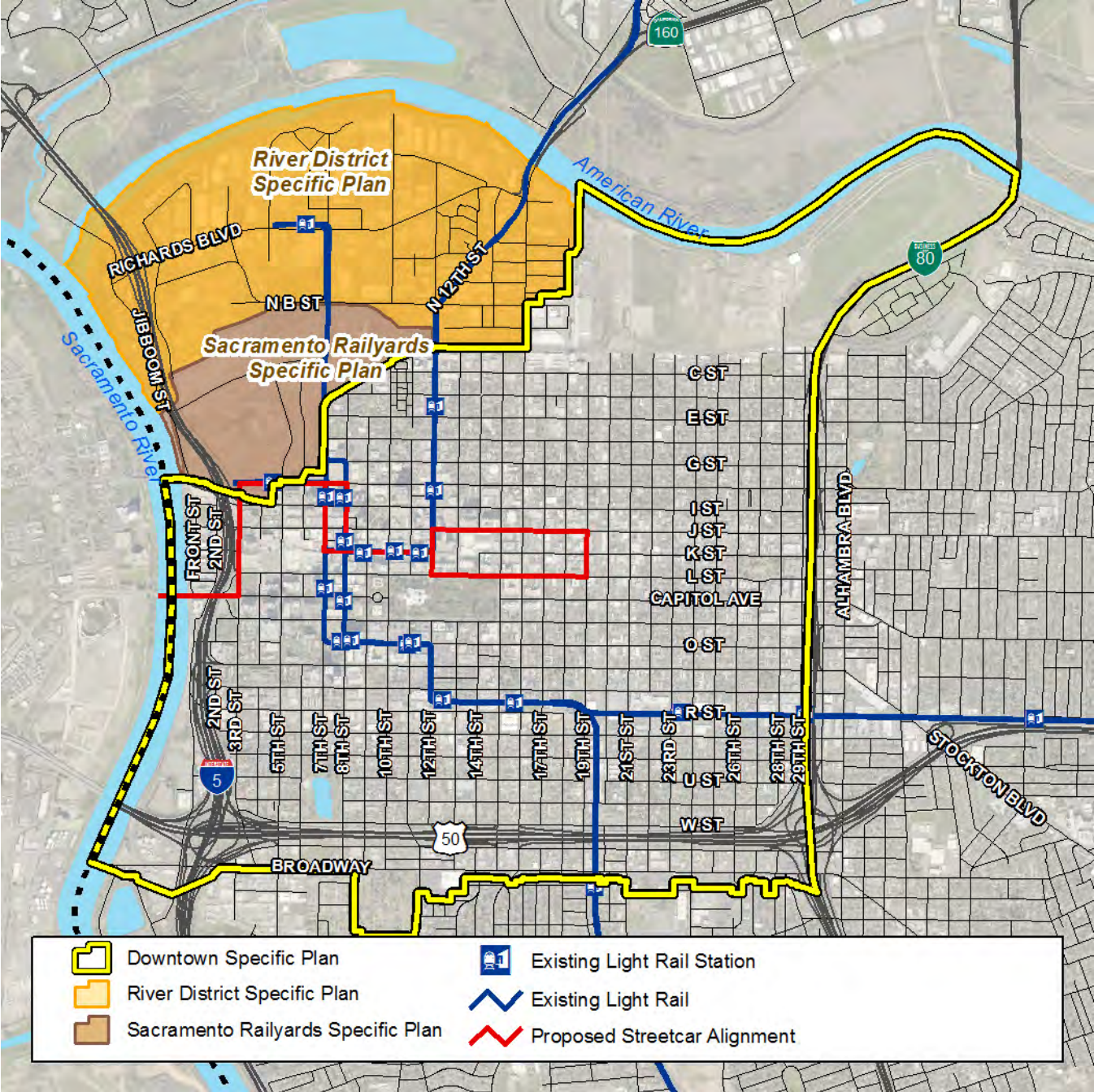
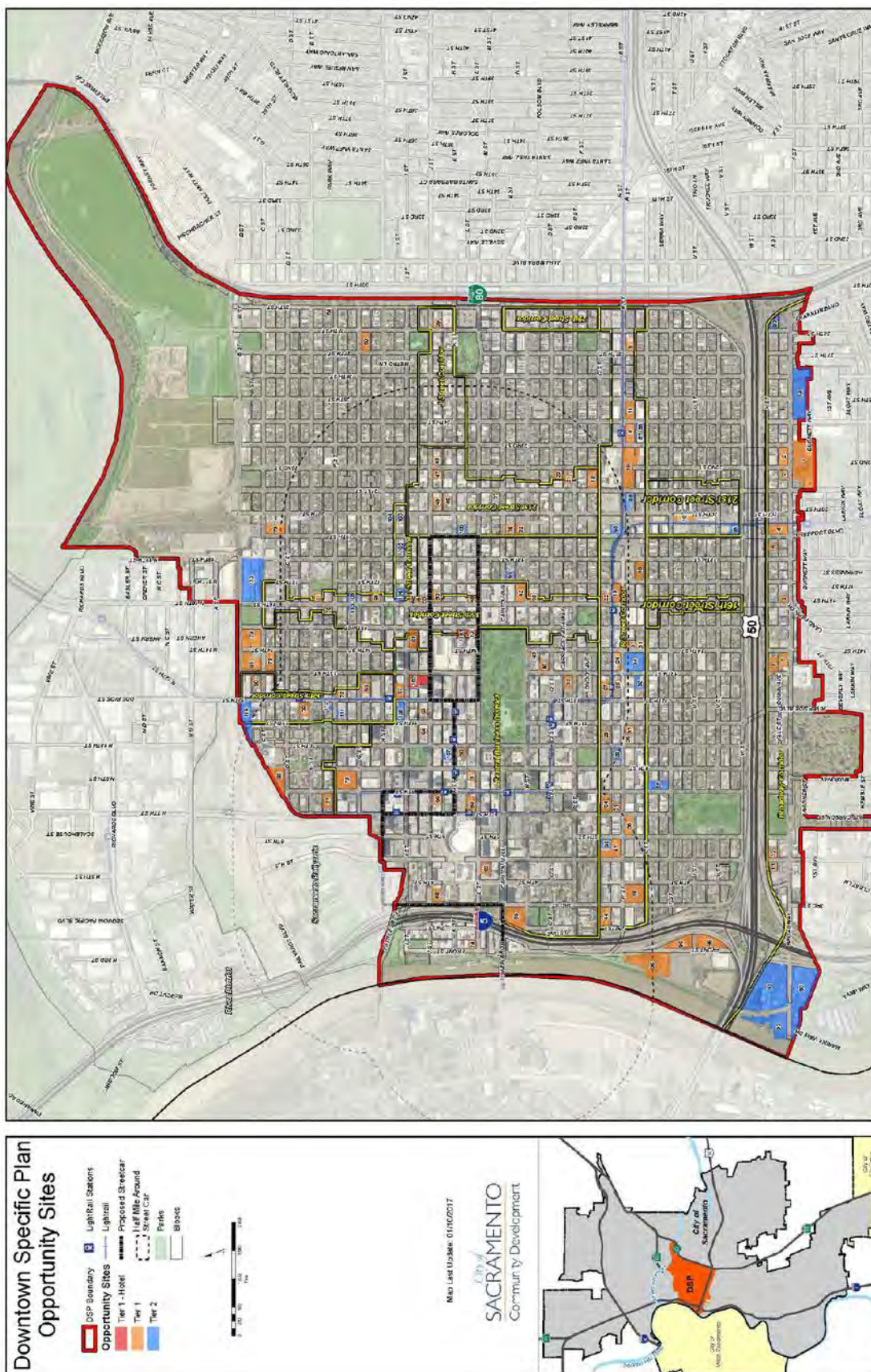


Figure 3, Opportunity Sites





# Appendix B

## **NOP Scoping Comment Letters**



## Downtown Specific Plan – NOP Comment Letters

<u>Agency/Person</u>	<u>Date</u>
1. Regional San	February 23, 2017
2. Sacramento Area Council of Governments (SACOG)	February 27, 2017
3. William Burg	March 2, 2017
4. Central Valley Regional Water Quality Control Board (CVRWQCB)	March 10, 2017
5. Department of Toxic Substances Control (DTSC)	March 10, 2017
6. Karen Jacques	March 16, 2017
7. Sacramento Municipal Utility District (SMUD)	March 16, 2017
8. California Department of Transportation (Caltrans)	March 16, 2017
9. Sacramento Area Bicycle Advocates (SABA)	March 17, 2017
10. Sacramento County Environmental Management Department (EMD)	March 17, 2017
11. Sacramento Modern (SacMod)	March 17, 2017
12. WALKSacramento	March 23, 2017
13. United Auburn Indian Community of the Auburn Rancheria (UAIC)	March 14, 2017
14. Sacramento Metropolitan Air Quality Management District (SMAQMD)	March 17, 2017
15. Preservation Sacramento	March 14, 2017
16. Comments Received During Community Open House	March 20, 2017





February 23, 2017

Mr. Tom Buford, Senior Planner  
 City of Sacramento, Community Development Department  
 Environmental Planning Services  
 300 Richards Blvd., 3<sup>rd</sup> Floor  
 Sacramento, CA 95811

**Main Office**

10060 Goethe Road  
 Sacramento, CA 95827-3553  
 Tel: 916.876.6000  
 Fax: 916.876.6160

**Treatment Plant**

8521 Laguna Station Road  
 Elk Grove, CA 95758-9550  
 Tel: 916.875.9000  
 Fax: 916.875.9068

**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

Prabhakar Somavarapu

*District Engineer*

Ruben Robles

*Director of Operations*

Christoph Dobson

*Director of Policy & Planning*

Karen Stoyanowski

*Director of Internal Services*

Joseph Maestretti

*Chief Financial Officer*

Claudia Goss

*Public Affairs Manager*

[www.srcsd.com](http://www.srcsd.com)

**Subject: Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Downtown Specific Plan**

Dear Mr. Buford:

Sacramento Regional County Sanitation District (Regional San) has the following comments regarding the Environmental Impact Report for the City of Sacramento's Downtown Specific Plan.

Regional San is not a land-use authority. Projects identified within Regional San planning documents are based on growth projections provided by land-use authorities. Sewer studies will need to be completed to assess the impacts of any project that has the potential to increase flow demands. Onsite and offsite impacts associated with constructing sanitary sewer facilities to provide service to the subject project should be included in this environmental impact report.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San 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. The Regional San ordinance is located on the Regional San website at: <http://www.regionalsan.com/ordinances-agreements>.

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2/2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor system are not exceeded.

On March 13, 2013, Regional San approved the Wastewater Operating Agreement between the Sacramento Regional County Sanitation District and the City of Sacramento. The following flow limitations are outlined in this agreement:

<i>Service Area</i>	<i>Flow Rate (MGD)</i>
<i>Combined Flows from Sump 2 and Sump 2A</i>	<i>60</i>
<i>Combined flows from Sumps 2, 2A, 21, 55, and 119</i>	<i>98</i>
<i>Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections</i>	<i>108.5</i>

Any proposed groundwater remediation work anticipated to occur as part of the specific plan and proposed to be discharged into Regional San facilities will require the necessary discharging permit from Regional San. Permitting will be handled through Regional San's Wastewater Source Control Section (WSCS). The City must abide by the Regional San Ordinance as well as the requirements contained in a wastewater discharge permit.

The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks. These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile "outfall" pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

A NPDES Discharge Permit was issued to Regional San by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels. Regional San believed that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and appealed the permit decision to the State Water Resources Control Board (State Board). In December 2012, the State Board issued an Order that effectively upheld the Permit. As a result, Regional San filed litigation in California Superior Court. Regional San and the Water Board agreed to a partial settlement in October 2013 to address several issues and a final settlement on the remaining issues were heard by the Water Board in August 2014. Regional San began the necessary activities, studies and projects to meet the permit conditions. The new treatment facilities to achieve the permit and settlement requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements.

Regional San currently owns and operates a 5-mgd Water Reclamation (WRF) that has been producing Title 22 tertiary recycled since 2003. The WRF is located within the SRWTP property in Elk Grove. A portion of the recycled water is used by Regional San at the SRWTP and the rest is wholesaled to the Sacramento County Water Agency (SCWA). SCWA retails the recycled water, primarily for landscape irrigation use, to select customers in the City of Elk Grove. It should be noted that Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.

If you have any questions regarding these comments, please feel free to contact me at (916) 876-6104 or by email at [armstrongro@sacsewer.com](mailto:armstrongro@sacsewer.com).

Sincerely,

*Robb Armstrong*

Robb Armstrong  
Regional San Development Services & Plan Check

cc: SASD Development Services

February 27, 2017

COMMUNITY DEVELOPMENT  
DEPARTMENT

MAR - 2 2017

Mr. Tom Buford, Senior Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., Third Floor  
Sacramento, CA 95811

RECEIVED

Re: Notice of Preparation of a Draft Environmental Impact Report for the Downtown Specific Plan

Dear Mr. Buford:

Thank you for inviting SACOG's comments on the Notice of Preparation of a Draft Environmental Impact Report for the Downtown Specific Plan. The Downtown Specific Plan area is part of SACOG's 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS) and longer-term Blueprint Vision. The Downtown Specific Plan area is included in the Center and Corridor Community Type in the 2016 MTP/SCS. In this area, the MTP/SCS forecasts 23,007 new housing units and 45,308 new employees; however, it should be noted that the downtown Center and Corridor Community area in the MTP/SCS encompasses the Downtown Specific Plan area but is a larger geography than the Downtown Specific Plan area. Next year SACOG will begin its quadrennial update of the plan (scheduled adoption in 2020) and will be working with the City to determine if there is a need to update the projections for this area for the next MTP/SCS. Additionally, the MTP/SCS includes significant transportation infrastructure investment in this area, including the Downtown/Riverfront Streetcar project. A full listing of the transportation projects can be found in Appendix A of the MTP/SCS.

The MTP/SCS is measured by a number of performance outcomes. Specific to transportation outcomes, the plan increases travel efficiency and multi-modal travel, and reduces congestion and vehicle miles traveled (VMT). Together these outcomes lead to improved air quality. These performance outcomes are a direct result of the relationship between land use pattern and transportation infrastructure and are in part dependent on higher densities and mixed-use development in downtown Sacramento. In the region, downtown Sacramento has the most travel choice and the most potential for higher densities and vertical mixed-use development. As federal standards on criteria air pollutants are getting stricter and there is a strong possibility for our state greenhouse gas reduction targets to get stricter, transit-oriented plans and development in areas like the Downtown Specific Plan area are critical to our region's ability to meet these targets. We recommend you consider this and these

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Gall  
Isleton  
Live Oak  
Lincoln  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

February 27, 2017

Page 2

transportation and air quality performance outcomes as you analyze the proposed plan and alternatives.

If you have additional questions, please feel free to contact me or Kacey Lizon, Planning Manager, at [klizon@sacog.org](mailto:klizon@sacog.org) or 916-340-6265.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kirk Trost", with a stylized flourish at the end.

Kirk Trost  
Interim Chief Executive Officer



**DOWNTOWN SPECIFIC PLAN**

**ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)**

**COMMENT FORM**

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: WILLIAM BURG

Email: b.burg@comcast.net

Address: PO BOX 163688 SACRAMENTO CA 95816

Organization: PRESERVATION SACRAMENTO (REPRESENTATIVE)

I would like to receive future environmental notices via email.

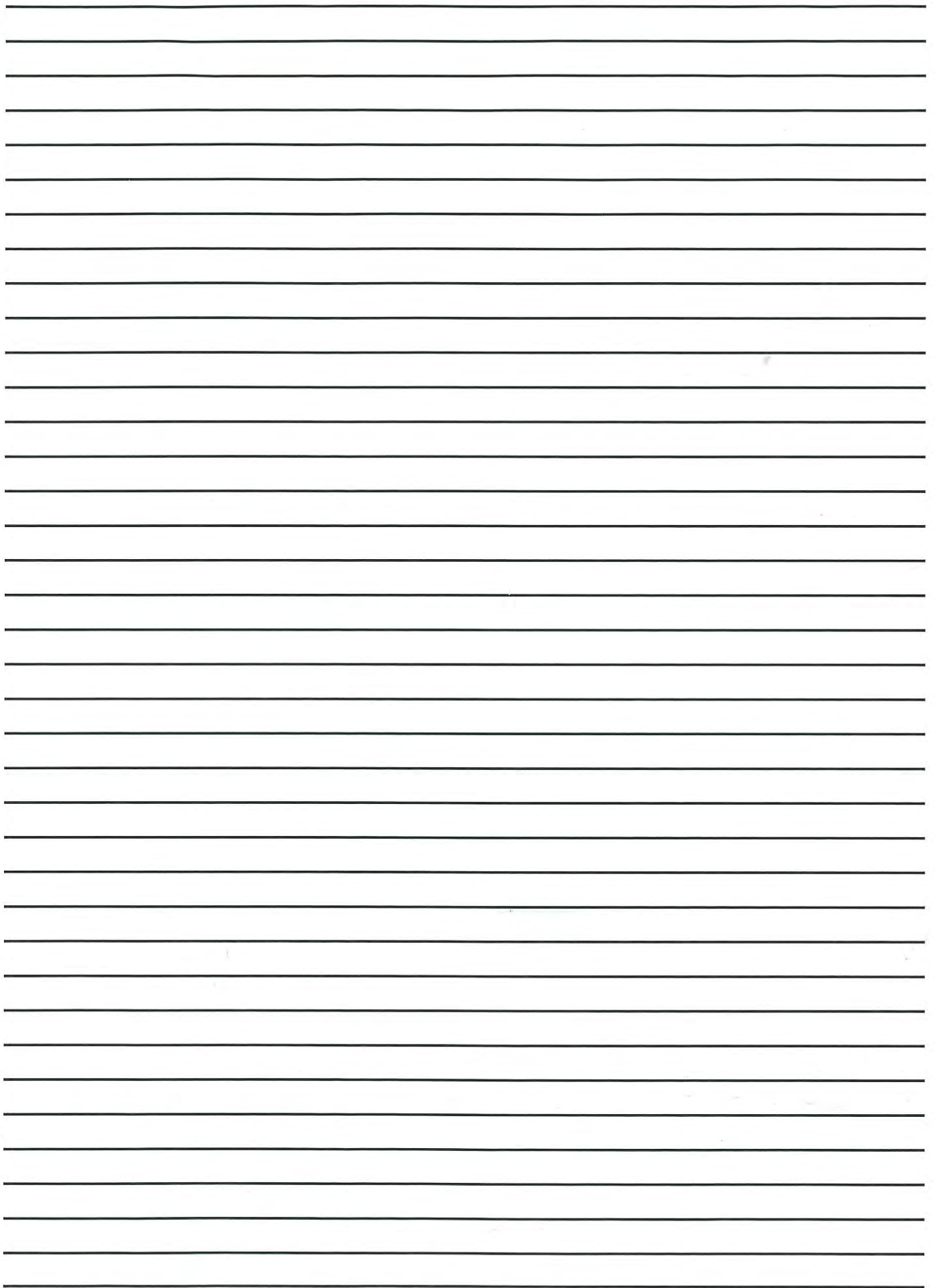
Please provide us with your written comments by **March 17, 2017**. Comments on the NOP may be sent to:

City of Sacramento  
Community Development Department  
300 Richards Blvd, Third Floor  
Sacramento, CA 95811

Attn: Tom Buford, Senior Planner (Email: [TBuford@cityofsacramento.org](mailto:TBuford@cityofsacramento.org))

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

PROJECT  
BECAUSE THIS CHANGE TO LAND USE MAY RESULT IN IMPACTS TO  
UNIDENTIFIED HISTORIC RESOURCES WITHIN THE APE, THIS EIR  
MUST INCLUDE A FULL CENTRAL CITY SURVEY FOR POTENTIALLY  
ELIGIBLE HISTORIC DISTRICTS AND RESOURCES.  
SOME SURVEYS ARE DECADES OUT OF DATE.  
~~POLICY ARE THERE~~ ALLEY INFILL POLICY SHOULD  
EXPLORE WHETHER ALLEY "LOT SPLIT" INFILL CONSTITUTES A NEGATIVE  
IMPACT TO HISTORIC DISTRICTS - INDIVIDUAL PROJECTS DO NOT EXPLORE  
CUMULATIVE IMPACTS OF ALLEY INFILL (SEGMENTING PROJECT.)





**Central Valley Regional Water Quality Control Board**

COMMUNITY DEVELOPMENT  
DEPARTMENT

10 March 2017

MAR 13 2017

RECEIVED

Tom Buford  
City of Sacramento  
Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811

CERTIFIED MAIL  
91 7199 9991 7035 8421 4770

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, DOWNTOWN SPECIFIC PLAN PROJECT, SCH# 2017022048, SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 15 February 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation of a Draft Environment Impact Report* for the Downtown Specific Plan Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources

Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

---

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

### **Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

### **NPDES Permit**

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit3.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).



Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento





**Matthew Rodriguez**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

---

Barbara A. Lee, Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200



**Edmund G. Brown Jr.**  
Governor

March 10, 2017

*Via E-Mail Only*

Tom Buford, TBuford@cityofsacramento.org

### COMMENTS ON CITY OF SACRAMENTO'S FEBRUARY 15, 2017 NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE DOWNTOWN SPECIFIC PLAN

Dear Mr. Buford:

Department of Toxic Substances Control (DTSC) has received and reviewed the February 15, 2017 Notice of Preparation (NOP) for the Downtown Specific Plan (DSP) Environmental Impact Report (EIR). The DSP area is generally bounded by the Sacramento River to the west; Business 80 to the east; the American River on the north (excluding the River District and Railyards specific plan areas), and Broadway on the South. The DSP will provide greater detail on the implementation of the Downtown Housing Initiative Plan whose goal is to develop 10,000 housing units in the next ten years. The DSP is planned to be consistent with the Downtown Initiative and the 2035 General Plan.

DTSC appreciates the opportunity to review and comment on the NOP and is eager to participate and provide information to facilitate the implementation of the California Environmental Quality Act process. Close communication between all responsible agencies during preparation of the DSP EIR will be essential to assure the document is complete and up to date. Active DTSC cleanup sites within the DSP area include, but are not limited to, PG&E Sacramento at 2000 Front Street, Sacramento Plating Inc. at 2809 S Street, and The Railyards located at 501 Jibboom Street (with a groundwater plume that extends downtown).

Overall, DTSC concurs with the proposed scope presented in the NOP, and we agree the DSP EIR should be consistent with the 2035 General Plan EIR since the latter discusses the potential impacts, regulations, and policies related to "Hazards and Hazardous Materials." The DSP EIR should also be consistent with the Railyards Specific Plan Update Subsequent EIR since it describes mitigation measures for constructing over contaminated groundwater.

Tom Buford  
March 10, 2017  
Page 2 of 2

DTSC looks forward to receiving the DSP EIR for a complete review. If you have any questions, please contact me at (916) 255-3601 or [Ruth.Cayabyab@dtsc.ca.gov](mailto:Ruth.Cayabyab@dtsc.ca.gov).

Sincerely,



Ruth Cayabyab  
Brownfields and Environmental Restoration Program

CC: Brad Shelton, P.G., [Brad.Shelton@waterboards.ca.gov](mailto:Brad.Shelton@waterboards.ca.gov)  
Fernando Amador, P.E., [Fernando.Amador@dtsc.ca.gov](mailto:Fernando.Amador@dtsc.ca.gov)

## Scott Johnson

---

**To:** Tom Buford; Greg Sandlund; Jim McDonald; Carson Anderson; Kate Gillespie; Lezley Ewigleben  
**Subject:** RE: Downtown Specific Plan Comments

**From:** Karen Jacques <[threegables@macnexus.org](mailto:threegables@macnexus.org)>

**Date:** March 16, 2017 at 9:52:25 PM PDT

**To:** [tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org)

**Subject:** Downtown Specific Plan Comments

March 16, 2017

Tom Buford, Senior Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., Third Floor, Sacramento, CA, 95811

Re: Downtown Specific Plan NOP Comments

Dear Mr. Bufford,

I am commenting as a long time Central City activist who is actively involved in both preservation , livability and climate change issues. The following are my comments:

### **Historic and Cultural Resources:**

The Central City currently has a number of historic districts and city landmarks. The Central City and Broadway Corridor also contain a number of potential historic districts as well as potential landmarks. Buildings fifty years old or older are eligible for consideration as historic resources and every year more buildings in the Downtown Specific Plan area reach that age and become eligible for consideration. All of these must be accounted for in deciding where to permit new development.

\_\_ In the late 1990's and early 2000's a number of potential new districts were identified and preliminary surveys were done. All of this work came to a halt with the economic crash and needs to be looked at now. The areas surveyed include the following potential districts: New Era (north east portion of the Central City from roughly the eastern boundary of the Boulevards Park District to 29<sup>th</sup> Street); Expanded Southside Park Historic District (the area south of R Street and west of 16<sup>th</sup> Street that is not currently part of the Southside Historic District); the area known as the Richmond Grove Neighborhood (south of R Street, west of 19<sup>th</sup> Street and east of 16<sup>th</sup> Street); two block or partial block long segments of X Street where original bungalows still stand; the area around the Tower Theater and the south side of the 1700 block of Broadway. There may also be individual buildings within these proposed districts that are eligible for landmark status. When I was on the Preservation Commission, there was also some discussion of potential thematic (as opposed to geographically contiguous) districts including a district made up of late 19<sup>th</sup>/early 20<sup>th</sup> Century residential buildings that had had store fronts added to them in the eastern portion of J Street and an Art Deco District.

\_\_ There are now Mid Century Modern buildings in the Downtown Specific Plan area that may also be eligible as a thematic district and/or for individual landmark status .

\_\_The Western portion of R Street is scheduled to have an historic survey and update of the existing historic district. But there are no plans to look at the portion of R Street east of 15<sup>th</sup>. It is true that most of the historic fabric east of 15<sup>th</sup> is gone, but there is still an original warehouse complex located at the north east corner of 25<sup>th</sup> and R and there is another smaller such warehouse on the south side of the 2600 block of R. Both should be looked at.

\_\_The Downtown Specific Plan identifies the various corridors in the Central City as subject to the most intense infill development. This is appropriate, but it should be remembered that some of these corridors (e.g. 19<sup>th</sup> to 21<sup>st</sup>) overlap with historic districts and that those historic districts must be recognized and protected.

\_\_Infill development in historic districts also requires a careful look. There has been a trend throughout the Central City to splitting 40 x 160 lots and putting large, three story residential units along the alleys. The typical scenario has been to divide the back 80 feet of such lots into two 80 x 20 lots and then build a 2,000 sq. ft. plus unit on each of the two lots. The Preservation Commission recently voted to deny such a plan at 2218 Capitol Avenue on the grounds that it did not comply with the Secretary of Interior Standards. It is now working on design guidelines for historic districts that would include guidelines for infill. The Preservation Commission is the City commission that has the professional expertise to make such a judgment and its recommendations must be incorporated as part of the guidelines for new infill development in historic districts. Historically 40 x 160 lots had a barn or carriage house at the back of the lot. Auxiliary units as described in the state wide legislation that authorizes such units by right provides a model for alley infill in historic districts that would conform in mass and scale to original uses on these lots and must be considered. Such units could also be a source of affordable housing, whereas 2,000 sq. ft. plus units like those proposed for 2218 Capitol will do nothing to address the housing affordability crisis and likely drive up land prices.

Because the issue of historic resources in the Downtown Specific Plan area is so complex, the most appropriate approach is to conduct an historic survey of the entire area. Such a survey will enable the clear identification of potential historic districts, including thematic districts, and potential landmarks and help to further clarify where new development should and should not go. Sacramento's historic resources are part of what makes the Specific Plan area interesting and beloved. It is imperative that they be preserved. The City needs to both identify potential districts and landmarks and get them through the adoption process.

**Sustainability (this includes comments that pertain to the following CEQA Chapters: air quality, climate change, hydrology, noise, walkability/bikeability and well as comments on adaptive reuse)**

\_\_Trees: Trees provide a number of environmental services including cleaning dirty air, absorbing CO<sub>2</sub>, helping the soils where they are planted to retain water, reducing the extremely loud noise of cars, providing shade that both reduces energy use and makes the streets more walkable and bikeable. The Central City has been losing trees at an ever growing rate and the Broadway Corridor has very few trees. In the Central City, tall lot line to lot line buildings and the cementing over of parkway strips for commercial uses such as outdoor dining/drinking have resulted in the loss of trees and space for trees. In both residential and commercial areas, trees that are removed are often not replaced (even when there is plenty of room for them) and, when replaced, are spaced much further apart than was historically the case. Small (lollipop) and columnar trees are substituted for canopy trees (even when there is room for canopy trees). While other cities are planting more trees, Sacramento is getting rid of ours. Tree retention and

planting needs to be a key part of the mitigation portion of the Downtown Specific Plan. Such mitigation needs to include encouraging building set backs or step backs that allow for large canopy trees; requiring that every effort possible be made to preserve existing trees; removing cement in parkway strips wherever possible to allow for more trees; enlarging existing tree wells so that trees can thrive; and requiring that large, canopy species be planted wherever possible.

\_\_Hydrology: The Downtown Specific Plan area is characterized by more and more cement leaving water little place to drain when we have large rain events as occurred this winter. This problem will worsen as more and more land is covered with buildings. Lot splits and less space between buildings are resulting in fewer landscaped areas where water can drain into the ground.) The lack of places for water to drain is also resulting in more polluted water going into the rivers rather than being absorbed into soil where it can be filtered and cleaned. Mitigations need to include removal of cement from parkway strips wherever possible, limiting size and coverage of alley infill units to allow for more garden space and requiring that streets and sidewalks be paved with permeable material.

\_\_Adaptive re-use is tremendously helpful in the preservation and rehabilitation of historic buildings and needs to be encouraged. The City also needs to encourage the re-use and, in some cases remodel of non-historic buildings that are well constructed and made of sound material. This keeps useable material out of the landfill and preserves embodied energy. In addition, buildings that are adaptively re-used are generally less expensive than new construction for both housing and commercial uses. (The small businesses that make the Specific Plan area interesting generally locate in older buildings because they, like so many residents, can't afford the costs of renting in new construction.) The City needs to explore all possible incentives for adaptive re-use.

### **Transportation/Traffic**

\_\_Grid 3.0 calls for a number of improvements that will hopefully make the Specific Plan area easier and safer to walk and bike. It needs to do more to address the safety of pedestrian crossings where a one way street turns onto another one way street. As someone who walks extensively in the grid, I have observed over and over that drivers come around the corner on such streets at high speeds. The idea of pedestrians never seems to occur to them. There are many one way onto one way intersections that are simply not safe to cross and require bulb outs. The ongoing removal/non-replacement of street trees has made many blocks difficult to walk on our increasingly hot days and needs to be mitigated.

### **Land Use Planning/Affordable Housing**

\_\_Approving projects like Yamanee (100 ft. taller than the General Plan allows) invites land use speculation that drives up development costs and make it more difficult to develop affordable housing. In approving future projects, the City needs to adhere to the General Plan rather than allowing whatever a developer wants based on vague, undefined "community benefits". It would benefit the City to explore allowing some additional height (perhaps one to three additional stories) in cases where developers enter into agreements to provide long term affordable housing in those additional floors. Any "community benefit" allowed should be clearly defined and enforceable.

Thank-you for this opportunity to comment.

Sincerely,

Karen Jacques



***Sent Via E-Mail***

March 16, 2017

Tom Buford  
City of Sacramento  
Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
[tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org)

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Downtown Specific Plan (Clearinghouse No. 2017022048)

Dear Mr. Buford:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Downtown Specific Plan. SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the EIR for the Downtown Specific Plan will acknowledge any Project impacts related to the following:

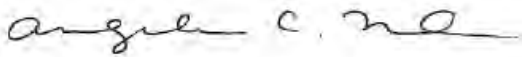
- Overhead and or underground transmission and distribution line easements. Please view the following links on [smud.org](http://smud.org) for more information regarding transmission encroachment:
  - <https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm>
  - <https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

SMUD appreciates the opportunity to participate in the planning efforts that have taken place thus far. The attached letter and exhibit we have previously provided on the Electrical Section of the Downtown Specific Plan's Infrastructure Study captures our recommendations for SMUD's infrastructure as it relates to the Downtown Specific Plan.

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. If you have any questions regarding this letter, please contact Rob Ferrera at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or (916)732-6676.

Sincerely,



Angela C. McIntire  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6301 S Street, Mail Stop A313  
Sacramento, CA 95817  
[angela.mcintire@smud.org](mailto:angela.mcintire@smud.org)

Cc: Rob Ferrera, SMUD  
Beth Tincher, SMUD





DRAFT REPORT FOR THE  
**DOWNTOWN SPECIFIC PLAN  
INFRASTRUCTURE ANALYSIS**

City Agreement #2016-0752

**Lead Agency:**

City of Sacramento  
Community Development Department  
Planning Division  
300 Richards Boulevard, 3rd Floor  
Sacramento, California 95811

**Lead Agency Contact:**

Greg Sandlund  
916.808.8931

**Project Consultants:**

Environmental Science Associates (ESA)  
2600 Capitol Avenue, Suite 200  
Sacramento, CA 95816

NV5  
2525 Natomas Park Drive, Suite 300  
Sacramento, CA 95833

**Project Consultant Contact:**

ESA  
Harriet Lai Ross  
Community Planning Program Manager  
916.564.4500

NV5  
Jay F. Radke  
Project Manager  
916.641.9139

March~~February~~ 2017



## Table of Contents

INTRODUCTION .....	2
STREET LIGHTS .....	4
WASTEWATER & STORM DRAINAGE .....	8
WATER SUPPLY .....	15
NATURAL GAS .....	20
ELECTRICAL.....	21
TELECOMMUNICATIONS .....	25
OPINION OF PROBABLE CONSTRUCTION COSTS.....	26

## LIST OF EXHIBITS

Sacramento Downtown Specific Plan – Land Use.....	3
Sacramento Downtown Specific Plan – Street Lights.....	7
Sacramento Downtown Specific Plan – Wastewater & Storm Drainage.....	14
Sacramento Downtown Specific Plan – Water Mains.....	19
Sacramento Downtown Specific Plan - Electrical.....	24



Formatted: Vertical Alignment: Center

## INTRODUCTION

The 2030 General Plan adopted in March 3, 2009 set forth a new direction for the City of Sacramento. The Plan set forth the Guiding Vision that “Sacramento be the most livable City in America.” Downtown Sacramento would be vibrant with arts, culture, entertainment, and a 24 hour population. The Plan favored developing inward, rather than expanding outward through encouragement of infill development, and reuse of underutilized properties. The 2035 General Plan is a technical review and update of the 2030 General Plan that included the City’s response to climate change.

The Downtown Specific Plan (DSP) is proposed to create a predictable and welcome environment to building and housing in the job and transit center of the Sacramento Region through CEQA and regulatory streamlining combined with market, infrastructure, and historic analysis. The plan area is generally bounded by Broadway, Business 80, the American River, and the Sacramento River. Within this area are found previously developed Specific Plans for the River District, Railyards, and Docks Area.

The Downtown Specific Plan - Infrastructure analysis project area excludes the River District and Railyards Specific Plan area and focuses on the Downtown Grid area south of B Street. Within the limits of the DSP Infrastructure Analysis boundary, the City Planning Division has identified existing entitled projects together with potential underutilized/underdeveloped Opportunity Sites that are currently that will likely be developed over the next 20 years. In total, these sites represent can potentially accommodate 13,400 dwelling units and 3.8 million square feet of employment growth within the Downtown Grid area.

The Central Business District (CBD) as defined by the General Plan (GP) are assumed have a development density of 165 dwelling units per acres (du/ac). The urban corridors (high & low) as defined by the GP are assumed to have a development density of 100 du/acre. The other Opportunity Sites are assumed to have a development density of 30 du/ac. For non-residential uses, each Opportunity Site was assumed to be a mixed-use development with 120 square feet of commercial/retail/office per dwelling unit.

In addition, several commercial/office only sites were identified that are likely to be developed as strictly non-residential sites. These sites are largely envisioned as the growth of State of California offices located in the downtown grid.

Within the DSP Infrastructure area, all of the current active entitlement project were also included. However, the four entitled projects of Aura Condominiums, Cathedral Square, Metropolitan, and The Towers on Capitol Mall were assumed to have a development density of 150 du/ac rather than the number of units they for which they were entitled.

Newly envisioned land uses for these sites will present added infrastructure demands. Existing sanitary sewer, storm drainage, water, electrical power, telecommunications, and natural gas infrastructure capacity must be analyzed and modifications proposed to adequately serve these new demands. Prudent infrastructure planning requires that the effects of potential redevelopment of this Study area to the infrastructure outside the plan area also be considered.

The Downtown Specific Plan - Infrastructure Analysis will assist the City’s Planning Division in attracting development to the downtown area. This analysis is a preliminary engineering, planning level effort that will aid the City and developers in creating a development fee structure to share the costs of improvements, attracting development funding assistance, and provide potential developers with information to evaluate their probable infrastructure costs. This study identifies potential opportunities to provide integrated infrastructure at least cost, through phasing options or the application of sustainable design principles and value engineering design considerations.

The location of each of the Opportunity Sites, Entitlement Sites, and Commercial sites are depicted on the Sacramento Downtown Specific Plan – Land Use exhibit.



DRAFT

*Sacramento Downtown Specific Plan – Land Use*



## STREET LIGHTS

### General Information

The City of Sacramento Public Works Department maintains approximately 40,000 street lights within the City limits. This includes light varieties from the newest street lights installed in North Natomas to the lights in the older parts of the City that were installed over 80 years ago. The majority of lights in the City are High Pressure Sodium (HPS - the orange hued lights). Older lights still have Mercury Vapor lamps (white light) while newer lights may use energy efficient light emitting diodes (LED).

Within the Downtown Grid area of the Downtown Specific Plan (DSP) there are approximately 3,400 street lights that are maintained by the City. There are an additional 250 lights that are owned and maintained by Sacramento Municipal Utility District (SMUD). And, there are 55 lights that are owned and maintained by Regional Transit (RT) along the light rail tracks on K Street between 7<sup>th</sup> & 12<sup>th</sup> and along O Street between 7<sup>th</sup> & 10<sup>th</sup>. The majority of these lights are the City's post top ornamental style light. There are also mast arm (aka cobra head) style lights. The ornamental style lights are more aesthetically pleasing than the stark style of the mast arm style. However, the luminaires (light bulbs) in the ornamental lights are lower wattage than the mast arm style and therefore requires more lights at a tighter spacing to provide the desired level of lighting. The RT lights are a special dual luminaire and banner pole style. Examples photographs of each type of street light within the Downtown Grid are shown in Appendix A.

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

The City is currently replacing the existing HPS cobra-head style luminaires with new energy efficient LED luminaires. The LED lights provide a brighter light than the comparable HPS lights. The LED luminaires are also slightly less expensive than the HPS and last longer. The HPS lights only have a life span of approximately 2 years while the LEDs are estimated to have a life span of up to 25 years. Luminaires are replaced as the burn out. The City does not have the funds to replace all of the luminaires at once. The City is working on a LED replacement luminaire for the ornamental style lights.

The City has dedicated funding from Lighting Landscaping and Maintenance Districts (LLMDs) and the City's General Fund for the maintenance of existing street lights. But, new lights or improvements to the existing lights are typically from grant funds, private funds, public-private partnerships, assessment districts, etc. The City typically has to cobble together money to pay for lighting improvement projects.

The City ~~is~~ has recently completed several street lighting projects within the Downtown Grid area of the DSP including the ESC Project, the Central City Project, the Capitol Mall Project, and several projects for the Handle District. The Riverfront Reconnection Project and the R Street Market Place Phase 2 project are expected to be completed in 2017. The R Street Market Place Phase 3 project is not anticipated to be completed in 2018 due to a delay in the project funding.

The City does not have any other street lighting projects currently planned in the Downtown Grid area, but is working with groups such as The Handle District (a subset of the Mid-Town Business Partnership) to implement and fund other projects. These Districts help provide a source of funding from contributions from their members/owners.

The City has identified needed street lighting in the two large older predominantly residential areas of the Downtown Grid. Also, there is also the 16<sup>th</sup> Street Improvement project which is currently applying for grant funding, and two other larger areas that the Capitol Area Development Authority (CADA) has identified they are interested in improving the street lighting. None of these potential projects currently has confirmed funding.

Developers of projects in the Downtown are typically required to improve the street lights along the street frontage of their project using ornamental style street lights. However, these lights are only installed on the development side of the street, not across the street, and certainly not on the adjacent blocks.



Table 1 provides the quantities of each type of street lights. The locations of the existing street lights together with the proposed developer installed street lights are depicted on the Sacramento Downtown Specific Plan – Street Lights exhibit. This exhibit also shows the locations of the City’s identified street light improvement areas together with the CADA potential project areas.

DRAFT



TABLE 1 - STREET LIGHTS

LIGHT TYPE	DOT	SMUD
Mast Arm	1520	0
Dual Mast Arm	4	0
Ornamental	1658	0
Dual Ornamental	4	0
Post Top	5	0
Unknown	210	250
<b>Total</b>	<b>3398</b>	<b>250</b>

Proposed Ornamental 683

TABLE 1 - STREET LIGHTS

LIGHT TYPE	DOT	SMUD	RT
Mast Arm	1,520	0	0
Dual Mast Arm	4	0	0
Ornamental	1,659	0	0
Dual Ornamental	0	0	0
Post Top	5	0	0
Light & Banner Pole	0	0	55
Unknown	210	250	0
<b>Total</b>	<b>3,398</b>	<b>250</b>	<b>55</b>

Proposed Ornamental 662

Formatted Table

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Font: Garamond

Formatted: Centered



DRAFT

*Sacramento Downtown Specific Plan – Street Lights*





## WASTEWATER & STORM DRAINAGE

### General Information

The Downtown Specific Plan (DSP) Downtown Grid is located within an area served by both the Combined Sewer System (CSS) and Storm Drainage Basin 52. The CSS is the legacy storm drain and sanitary sewer system that conveys both storm water and sanitary flows. It encompasses approximately 7,500 acres of the Downtown, East Sacramento and Land Park areas. Another 3,700 acres including the River Park, California State University and far-eastern Sacramento areas utilize the system for sanitary sewer only. The City discontinued constructing combined sewer and storm systems in 1946 although connection to the existing CSS was allowed.

The City of Sacramento's storm drainage requirements are handled by numerous drainage basins. Most of these basins are located outside of the CSS area. Storm Drainage Basin 52 is the basin that provides storm drainage collection for the portion of the CSS that includes the westerly portion of the Downtown Infrastructure Study area. Storm drainage within this area is gravity piped to the pumping station (Pump Station 52) located near the Crocker Museum. The pump station discharges directly to the Sacramento River. Sanitary sewer piping from the Basin 52 area is collected with a separated gravity system and connected to the CSS.

### Combined Sewer System

The CSS is a collection system of pipes that convey both sanitary sewage and stormwater in a single pipeline. The piping system is greatly oversized for the sanitary sewer component, but inadequate for the City's current storm drainage design standard of 10-year capacity.

The CSS area is currently regulated by the Central Valley Regional Water Quality Control Board (RWQCB) per Cease and Desist Order No. 85-342. The order, including its amendments, requires the City to make operational improvements to reduce combined sewer and runoff overflows and to ultimately provide 10-year capacity for the CSS.

The Combined Sewer System is plagued by combined sewer outflows and overflows where flows to the CSS exceed the system's capacity. Outflows are when surcharges to the CSS that flow onto the streets. Overflows are defined as the rare instances when untreated flows discharge to the Sacramento River. Outflows and the rare overflow usually occur only during heavy storm events.

The City has developed an improvement program to reduce CSO events. These improvements include rehabilitating and expanding Sumps 1/1A and 2, rehabilitating and converting Pioneer Reservoir into a treatment facility, rehabilitating and up-sizing of the sewer mains in the CSS, and rehabilitating the Combined Wastewater Treatment Plant. Many of these projects have been completed.

Currently all flows into the CSS are conveyed westerly to two pumping stations (Sump 2 and 1/1A) located on 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 60 million gallons per day (mgd). This treatment capacity is currently sufficient for dry weather flows.

During heavy storms where the capacity is exceeded, the Combined Wastewater Treatment Plant (CWTP) at South Land Park Drive and 35<sup>th</sup> Avenue is utilized to provide primary treatment of an additional 130 mgd. Excess flows from SRWTP and CWTP 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 without treatment from Sump 2. When the pipeline system and treatment plant capacities are surpassed, the excess flows flood local streets in the downtown area through maintenance holes and catch basins.



The City prepared a Combined Sewer System Improvement Plan (CSSIP) Update Report dated August 2014. This Report is an ongoing multi-year project intended to evaluate and provide recommendations for projects to alleviate flooding in the CSS area during a 10-year event and to prevent structure flooding during the 100-year event. The Report analysis of the system improvements includes an allowance of increased sewer flows from future development. Recommendations for specific project improvements that provide localized or system-wide reductions to flooding have been identified. The projects are prioritized based on considerations such as flood-reduction benefits, cost-effectiveness, ensuring no increase in untreated discharges, sewer condition/age, cost-sharing opportunities, and City/community interests.

The City of Sacramento has adopted the Combined Sewer Development Fee (City Code 13.08.490) which is an impact mitigation fee that requires mitigation of any significant increase in wastewater flows over the present level. If a proposed development project is determined to have a significant impact on the CSS, an acceptable mitigation plan is required by the City. The current CSS Development Fee is \$130.31 per ESD for up to 25 ESD and \$3,251.72 per ESD for more than 25 ESDs. The payment of the fees mitigates the project's sewer impacts.

In lieu of paying the fees, a developer may mitigate the impacts to the system with a Mitigation Plan approved by the Department of Utilities. The Mitigation Plan could include on-site storage with retention, sewer main up-sizing, diversion of flows, rerouting or replacement of pipes, connection to separated areas, and/or other mitigation measures depending on the site.

There is a second fee associated with the sanitary sewer system, the Facility Impact Fee levied by the Sacramento Regional County Sanitation District (SRCSD). This fee pays for planning, designing, construction and other related costs for wastewater conveyance, treatment and disposal facilities for the system's expansion.

The SRCSD Facility Impact Fee currently is calculated by multiplying the ESDs generated by the development by the fee of \$3,358 per ESD for infill projects. It is possible in certain cases to receive a credit of 1 ESD per parcel as credit for previously paid fees. The County's policy determines when the credit is allowed. The County has published the method of calculating the ESDs for the different types of development. Additional information is available on line at <http://www.srcsd.com>.

### **Storm Drain – Basin 52**

Basin 52 serves the storm drainage needs of approximately 320 acres, bounded generally by the tracks north of I Street, Sacramento River, S Street, and 7th & 10th Streets. There are two additional smaller storm drainage basins, Basins 73 & 114 that are pumped into the Basin 52 system and are generally considered part of the larger Basin 52 system for planning purposes.

Basin 114 serves the area bounded by 3<sup>rd</sup> to 5<sup>th</sup> Streets and I to J Street. The sump for Basin 114 is located near at the intersection of 4<sup>th</sup> and J Streets. Basin 73 serves the depressed section of 5<sup>th</sup> Street from J Street to L Street. The sump for Basin 73 is located just west of 5<sup>th</sup> Street in Downtown Plaza. These combined basins discharge stormwater through the levee into the Sacramento River at Sump 52, located at the Crocker Museum site at 3<sup>rd</sup> and P Streets. The limits of each of these Basins (52, 73 & 114) together with the CSS are shown on Figure IV-1.

Basin 52 utilizes a system of pipelines conveying stormwater to Sump 52. The system is currently over capacity, and allows fairly significant street flooding even during the 2-year storm event. This flooding is comprised only of stormwater, not sanitary sewage. Property flooding for at-grade structures is only anticipated during the 100-year storm event, although underground structures are at risk during smaller storm events.

The Basin 52 Stormwater Master Plan dated May 1996 has determined the recommended improvements for the shed area. The improvements include construction of a new pump station and storage basin, new outfall lines to the river, upsizing 8,800 feet of pipe and replacement in kind of 3,300 feet of pipe, as the life cycle



requires. The City Department of Utilities is currently preparing an update of the Basin 52 Stormwater Master Plan with their consultant AECOM. A draft of the initial report was made available for review for this DSP report. The findings in the updated Basin 52 Stormwater Master Plan are preliminary and are therefore subject to change as the Master Plan report is finalized over the coming months.

## Existing Conditions

### Combined Sewer System

The Combined Sewer System (CSS) that serves both the sanitary sewage and stormwater needs of the area consists of pipes ranging in size from 4 inches to 120 inches in diameter. The largest pipe in the CSS is the 120-inch Pioneer Interceptor (force main) which conveys flows from Sump 2 to Pioneer Reservoir. Piping material includes brick, PVC, RCP and VCP. Flows for the system are through the DSP Downtown Grid area are generally from the north to the south.

The local drainage and sanitary sewage is typically collected in 8-inch to 12-inch piping systems located in the alleyways and streets. The collection system has collector pipelines ranging in size from 24 to 36-inch diameter.

The City has recently completed the majority of the Downtown Combined Sewers Upsizing project. This project added significant capacity to the CSS with the installation of large diameter pipelines ranging in size from 36-inch to 84-inch on U, P S, 5th & 7th Streets.

### Storm Drain - Basin 52

The Basin 52 piping system ranges from 12 inches to 54 inches in diameter. The larger collection mains are located in 3<sup>rd</sup> Street, 4<sup>th</sup> Street, and 7<sup>th</sup> Streets. The system generally flows southwesterly towards the Basin 52 Pump Station located adjacent to the Crocker Museum at the corner of 3<sup>rd</sup> and P Streets.

## Proposed Improvements

### Combined Sewer System

The DSP Downtown Grid is considered essentially developed at this time with a variety of land uses including office, commercial, and residential. The majority of the Opportunity Sites and Entitled Sites are envisioned as redevelopment projects consisting of mixed-use land uses that incorporate a combination of residential, office, and commercial/retail uses. Sanitary sewer flows are expected to increase because of the future increased density of office, commercial and residential land uses. Since the majority of the sites are previously developed with highly impervious surfaces (i.e. roof tops, parking lots, sidewalks, etc.), the stormwater runoff flows from the projects are not anticipated to increase with the development. The increased sanitary sewer flows are anticipated to be relatively small compared to the stormwater component of the CSS design flows.

**Sanitary Sewer:** The anticipated development of the DSP Downtown Grid area is expected to increase the sanitary sewer flows due to the increase in the residential, office, and commercial uses. The addition of over 13,400 new residences, almost 3.8 million square feet of office/commercial/retail uses will impact the existing sewer system.

The City of Sacramento Design Standards for sewer generation rates (Section 9 – Sanitary Sewer Design Standards) contain average daily flow rates for residential and non-residential uses. The existing standard for sewer generation is 400 gallons per day (gpd) per Equivalent Single Family Dwelling Unit (ESD). The City DOU is currently in the process of revising these Design Standards. The new standards are anticipated to be adopted by Fall 2017.

Formatted: Highlight



For more recent planning studies, the City has used a lower generation rate of 310 gpd per ESD. This is based on the stricter water usage construction standards limiting the flow per fixture unit that have been adopted over the last decade. With the State's adoption of CalGreen construction standards, even further reductions will be realized. However, this lower generation rate has not been formally adopted as the City's standard, and is therefore subject to change.

A factor of 0.55 ESD per residential unit was selected based on the nature of the high density urban infill residential. The factor is consistent with other recent planning studies for the Railyards and Richards Boulevard Specific Plans. This factor when multiplied by 310 gpd per ESD yields a sewer generation rate of 170 gpd per residential unit. This factor has not been formally adopted as the City's standard, and is therefore subject to change.

For the non-residential land uses, the City's standards recommend 0.2 ESDs per 1,000 square feet for general office/commercial buildings. This generation rate has been applied to both the Office and Commercial/Retail land uses, and yields a rate of 62 gpd per 1,000 square feet.

Given the anticipated development of 13,400 dwellings units in the DSP Downtown Grid area, the anticipated increase in the residential Average Dry Weather Flow (ADWF) is 2.28 mgd (= 13,400 DUs x 0.55 ESDs x 310 gpd/ESD). The anticipated development of 3.8 million square feet of commercial/office/retail space is anticipated to increase the ADWF by 0.24 mgd (= 3.8M s.f. x 0.2 ESD/1000 s.f. x 310 gpd/ESD). The total anticipated increase in the ADWF is 2.52 mgd.

The City requires the developer to mitigate the increased sewer flows. The City will consider one of the following approaches to mitigate the impacts:

1. [Project Developer p](#)Pay the established CSS mitigation fee.
2. At the City's discretion, the Project [Developer](#) can participate in a City sponsored Project that improves the system in the area, and can be upsized to incorporate mitigation of the project. A separate cost sharing agreement shall be executed for this option.

The stormwater runoff characteristics of the current and proposed land uses are similar. As a result, the peak stormwater flow rate and volume of rainfall-runoff is not expected to significantly change when the land use changes. The City requires the developer to mitigate the increased drainage flows. The City will consider one of the following approaches to mitigate the impacts:

1. [Project Developer p](#)Pay the proposed CSS drainage impact fee. This fee was calculated by to be \$6.89 per square foot of increased imperviousness in 2015.
2. [Project Developer d](#)irectly mitigate the impacts utilizing low impact development Best Management Practices (BMPS).
3. [Project Developer d](#)irectly mitigate the impacts via an on-site or off-site improvement as determined by a Drainage Design Report.
4. [For p](#)Projects disturbing less than 2 acres, [the Project Developer prepare by preparing](#) a Drainage Design Report, and providing a minimum of 7,600 cubic-feet of on-site storage per acre of increased impervious area. The maximum discharge flow rate from the on-site storage shall be limited to 0.18 cubic feet per second (cfs) per acre.
5. At the City's discretion, the Project [Developer](#) can share in a City sponsored Project that improves the system in the area, and can be upsized to incorporate mitigation of the project. A separate cost sharing agreement shall be executed for this option.

**Recommended System Improvements:** The updated CSSIP has recommend eleven projects located within the DSP Downtown Grid area. The following is a list of these projects:

1. WA1-1 Zapata Park



2. WA1-2 G & 9<sup>th</sup> Street Parking Lot
3. WA1-3 9<sup>th</sup> Street from G to L Street
4. WA1-4 14<sup>th</sup> Street Storage
5. WA1-5 N & 22<sup>nd</sup> Street
6. WA1-6 24<sup>th</sup> Street Storage
7. WA1-7 Grant Park Storage
8. WA5-1 T & 20<sup>th</sup> Street Pipe Installation
9. WA5-2 28<sup>th</sup> & T/U Alley
10. WA5-3 W & 25<sup>th</sup> Street Storage
11. WA3-7 Target Parking Storage

A twelfth project, the WA6-2 Riverside Boulevard Upsizing is partially located within the DSP Downtown Grid boundary with the upper reaches of the pipe system improvements located on Broadway and Riverside.

In addition to these CSSIP projects, improvements specific to the locations of the Opportunity Sites, Entitled Sites, and Commercial Sites have been conceptually identified. No detailed design analysis was performed. The existing system is generally comprised of 6-inch to 10-inch pipelines in the alleys and streets. These pipelines while more than adequately sized for the sanitary sewer flows, are typically undersized for the added storm drainage flows during a rainfall event. The proposed system would upsize the existing pipe or add a separate 18-inch storm drain pipeline to the system. Adding an 18-inch pipeline to an existing alley or street may prove difficult, and will need to be analyzed on a project by project basis.

### **Storm Drain - Basin 52**

The construction of the improvements identified in the Basin 52 Master Plan is not required to be constructed by the Downtown Specific Plan developers by current City policy. However, the system improvements have been included in this Report and included in the cost estimate.

The costs for these improvements are currently not included in the City's Capital Improvement Program, and a funding source has not yet been identified. If a financial plan to fund the improvements is developed in the future, developers in the Downtown Specific Plan area within the limits of the Basin 52 watershed would be expected to pay their proportionate share.

### **3rd Street CSS Relief Sewer Project**

The upsizing of the existing 3<sup>rd</sup> Street CSS sanitary sewer system was studied by NV5 (formerly Nolte) for the City Utility Department in 2007. An update of this report was prepared by NV5 in 2015. This pipeline conveys primarily sanitary sewer flows with some existing storm drainage flows entering the system at the Railyards project. With the development of the Railyards, it is intended that the majority of the stormwater flows will be conveyed directly to the Sacramento River with the construction of a new stormwater collections system and pump station. The increased sewer flows from the Railyards development together diverted sewer flows from the River District Specific Plan area and development along 3<sup>rd</sup> Street will require the existing 3<sup>rd</sup> Street CSS pipeline to be upsized.

The 3<sup>rd</sup> CSS project is currently under design with construction anticipated to occur in 2018. The construction of the improvements identified in the 3<sup>rd</sup> Street CSS Relief Sewer Project is not required to be constructed by the DSP Downtown Grid developers by current City policy. However, the 3<sup>rd</sup> Street CSS Relief Sewer system is included in the cost estimate.



The proposed CSSIP, 3rd Street CSS, Basin 52, together with the locations of the 18-inch CSS pipelines are depicted on the Sacramento Downtown Specific Plan – Wastewater & Storm Drainage exhibit.

## Stormwater Quality

The City of Sacramento adopted the Stormwater Quality Design Manual (SQDM) for the Sacramento and South Placer Regions (May 2007), a joint effort of the communities in the greater Sacramento region. The SQDM provides locally-adapted information for design and selection of three categories of stormwater quality control measures: source control, runoff reduction and treatment control. Per the requirements, multi-family and commercial, projects greater than 1 acre are required to implement permanent post-construction treatment measures.

The DSP Downtown Grid area is subject to the requirements of the SQDM only for those projects that fall within the boundary of Basin 52. All projects greater than 1 acre will be required to comply with the stormwater quality measures outlined in the SQDM. These measures may include treatments measures such as bioswale planters, stormwater treatment vaults, green roofs, etc. either used as a single treatment or as a combination of several measures. Developers are urged to discuss their project with the Stormwater Quality Section of the City's Utility Department while in the planning stages so that proper permanent post construction stormwater quality treatment measures can be effectively implemented into the project.

The remainder of the Study area is within the Combined Sewer System (CSS) which is under separate permit regulations for stormwater discharges. The stormwater flows from the CSS are treated at the SRWTP, CWTP, and the Pioneer treatment facilities. Therefore, projects within the CSS are not required to have additional stormwater quality control measures.



*Sacramento Downtown Specific Plan – Wastewater & Storm Drainage*

DRAFT



## WATER SUPPLY

### General Information

The City of Sacramento provides domestic water to the Downtown Specific Plan area. The City utilizes both surface water and groundwater to meet the water demands. The City treats surface water diverted from the Sacramento and American Rivers through the Sacramento River Water Treatment Plant (SRWTP) and the E.A. Fairbairn Water Treatment Plant (FWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. The current reliable water production capacity is approximately 280 mgd.

**Sacramento River Water Treatment Plant:** The SRWTP began operation in 1924 with an initial capacity of 32 million gallons per day (mgd), and treats water diverted from the Sacramento River approximately one-half mile downstream of the confluence of the American River. A new water intake structure, located approximately 700 feet downstream of the old intake structure, was completed in 2003. Other expansions and modifications completed by the City since the 1920s have increased the treatment plant's design capacity to 160 mgd. Currently, due to the conditions of the existing facilities and hydraulic constraints, the SRWTP's reliable capacity is limited to 135 mgd. A project is currently being completed to rehabilitate the older facilities at the SRWTP to bring the capacity back to 160 mgd.

**E.A. Fairbairn Water Treatment Plant:** The FWTP is located adjacent the American River approximately seven miles upstream with the Sacramento River. The FWTP began operation in 1964 and has a current capacity of 200 mgd following an expansion completed in 2005. Currently, the California Department of Public Health (CDPH) has permitted a capacity of 160 mgd. However, the amount of water diverted is further limited by the so-called Hodge Flow Criteria. Generally, during the time of peak demand, most often in June, July, or August, the Hodge Flow Criteria could limit the diversion rate at the FWTP to 100 mgd.

**Groundwater Wells:** The City currently operates 22 municipal groundwater supply wells; 20 wells are located in the northern portion of the City, north of the American River, while the remaining 2 are located south of the American River. The total pumping capacity of the City's municipal supply wells is approximately 20.6 mgd, assuming 90 percent of the production capacity is available. The City is conducting a well rehabilitation program projects for improving capacity at several existing wells. The City has also constructed one newer well in the southern portion of the system at Shasta Park with a second well pending at the FWTP. These two projects are anticipated to supply potable water by 2017-2018. The City anticipates the groundwater pumping capacity to increase to approximately 25 mgd after the rehabilitation project and new wells are completed.

The City maintains twelve enclosed distributed water storage reservoirs together with a total capacity of 48 million gallons. This water is used to meet the water demand for fire flows, emergencies, and peak hours where they exceed the maximum day supply rates. A new 4 million gallon distribution storage tank in the southern portion of the City is anticipated to be completed in 2017, which will increase the total storage to 52 million gallons. In addition to the reservoirs, the SRWTP & FWTP together maintain a combined on-site storage of over 45 million gallons.

The City operates pumping facilities throughout the area. There are 18 high lift service pumps at the SRWTP and FWTP. 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 differentiates the water mains into two distinct categories: water distribution mains and water transmission mains. Water distribution mains are smaller pipelines located in the streets and alleys utilized for water services. Water transmission mains are larger pipelines utilized to convey water to the distribution mains.





It is the City's policy to utilize the water distribution mains only for water services, fire services and fire hydrants. These pipes are typically 4 inches to 12 inches in diameter. If no smaller pipe is available, existing water mains 14 inches and 16 inches in diameter may be considered distribution mains. These pipes may be tapped only with the approval of the City of Sacramento Department of Utilities.

Transmission mains are 18 inches and larger in diameter. They are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also utilized to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. These mains cannot be tapped for water services, fire services or fire hydrants. Considering each service tap is a potential weakening of the water main, the City currently has the policy to restrict the installation of service taps until after a project has been reviewed and approved by the City. This is to restrict the number of taps to the mains to those that are in the ultimate location per an approved development plan. This reduces the number of service taps that are abandoned due to changes in the development plans.

The City Department of Utilities has an active Capital Improvement Program (CIP) for maintaining and upgrading the water supply system. The implementation of the water improvements to necessary to serve a specific project site is typically the responsibility of future developers. The City's policy is to require the developer to construct any infrastructure necessary to support the project in question. To determine if water needs for a project can be met a water supply test is performed on the existing system. If the existing water system is sufficient to meet the needs, no infrastructure upgrades are necessary. If the existing infrastructure is found to be insufficient for the project's needs, the developer is required to construct necessary infrastructure improvements.

The current City policy could prove burdensome to a small developer whose project exceeds the capacity of the water system. One project could, under this approach, be held responsible for major infrastructure improvements, creating the possibility of a financial responsibility making the project no longer viable. One possible mitigation for this problem could include the developer entering into agreements with adjacent developers to construct the required facilities as a small assessment district. This process, however, would be complex, expensive, and could be infeasible due to intractable owners.

The infrastructure improvements required for all new development will need to meet current City standards. Looped water main systems are typically required due to the unreliability of dead end mains, and the potential for water quality problems as a result of stagnant water. Additional water main installation may also be required depending on the existing system layout. The City's meter program will require all new water services to be metered.

Temporary source of water for construction is easily acquired two different ways. First, the contractor can purchase a construction service. This utilizes the ultimate water service tap. Secondly, the contractor can purchase rights to use water from an adjacent fire hydrant.

For additional information, the document titled "Department of Utilities Water Distribution System – Commonly Used Criteria", which summarizes the City's planning and design criteria is located in the Appendix C.

## Existing Conditions

The Downtown Infrastructure Study project area is generally served by several major transmission mains ranging in size from 14-inch to 42-inch in diameter together with an extensive system of service mains ranging in size from 6-inch to 12-inch diameter.

A major transmission main serving the greater Downtown Sacramento area from the SRWTP enters the area at the west end of I Street through a 42-inch diameter pipeline from the Railyards area. This 42-inch pipeline continues easterly through the DSP area along I Street and H Street decreasing in size to a 36-inch and then to a 30-inch as it branches north and south to serve the greater Downtown Grid area. The 30-inch leaves the DSP area at H Street & 29<sup>th</sup> Street. The 24-inch transmission mains leave the DSP Downtown Grid area at



three locations including on Broadway at Muir Street, Broadway on the easterly side of the railroad tracks between 19<sup>th</sup> & 20<sup>th</sup> Streets, and Q Street at 29<sup>th</sup> Street.

There are no wells or reservoirs within the limits of the DSP Downtown Grid area. The nearest reservoir outside of the SRWTP is the Alhambra Reservoir located just to the east of the DSP Study area Alhambra Boulevard on the block bounded by Alhambra Boulevard, J Street, 33rd Street, & L Street. This reservoir together with the SRWTP are identified by the City as a Critical Infrastructure items.

The existing DSP Downtown Grid area is generally well served by an extensive system of service mains ranging in size from 6-inch to 12-inch diameters. Upsizing of the existing mains has been performed over the years as development of the Downtown Study area has occurred. However, some of the system mains are cast iron pipelines which have demonstrated a history of problems associated with mains reaching the end of their useful life. Hydraulic testing of these mains has determined a severe reduction in capacity. Continued replacement/upsizing of the cast iron mains, and the smaller 6-inch and 8-inch mains is envisioned in order to provide adequate domestic and fire suppression needs.

## Proposed Conditions

**Water Demands:** The types of development envisioned with the Opportunity Sites and the Entitled Projects are high density urban infill type projects. As described in the Land Use section of this report, the Central Business District (CBD) as defined by the General Plan (GP) are assumed have a development density of 165 dwelling units per acres (du/ac). The urban corridors (high & low) as defined by the GP are assumed to have a development density of 100 du/acre. The other Opportunity Sites are assumed to have a development density of 30 du/ac. For non-residential uses, each Opportunity Site was assumed to be a mixed-use development with 120 square feet of commercial/retail/office per dwelling unit.

Projects within the Downtown Core area are anticipated to have a density of Housing units [that are in these projects](#) typically ~~are~~ smaller units (700-1000 square feet) with a smaller per capita occupancy rate per unit than [traditional](#) single-family or multi-family units in suburban areas. The domestic water demands for these high density residential units is anticipated to be significantly reduced from the City's typical single family or multi-family water usage criteria. Fire flow demands for these three areas are assumed to be 3,500 gpm for the CBD, 2,500 gpm for the urban corridors, and 1,500 gpm for the remaining areas.

The City's water demand criteria for an Equivalent Single Family Dwelling (ESD) unit is 400 gallons per day (gpd) per unit. A reduced water demand rate of 310 gpd has been used in recent planning efforts, and should be used for projects in the DSP area. The City's criteria allows a reduction for multi-family units by applying a factor of 0.75 ESD. For the type of high-density residential urban infill development with smaller unit sizes and fewer people per unit, a factor of 0.55 ESD per unit should be used for the proposed project domestic water demands within the Study Area. This yields a generation rate of 170 gpd per unit. This is similar to the factors used for the Railyards and River District Specific Plan areas.

For the non-residential land uses, the City's standards recommend 0.2 ESDs per 1,000 square feet for office/commercial buildings for general planning purposes. This generation rate is generally applied to both the Office and Commercial/Retail land uses, and yields a rate of 62 gpd per 1,000 square feet. Factors for specific land uses such as restaurants, bars, dry cleaners, etc. with anticipated higher usage vary from 0.2 to 2.0 ESD per 1000 square feet.

The adoption by the State of California of SB7 – "20x2020" Water Conservation Standards requiring a 20% reduction in urban water usage by the year 2020 and the CalGreen Building Code will require reductions in overall water usage through stricter indoor and outdoor usage. These requirements mandating water conservation will further justify the use of the reduced water rates for the Study Area development.

Given the anticipated development of 13,400 dwellings units in the DSP Downtown Grid area, the anticipated increase in the residential average daily water demand is 2.28 mgd (= 13,400 DUs x 0.55 ESDs x 310 gpd/ESD). The anticipated development of 3.8 million square feet of commercial/office/retail space is



anticipated to increase the average daily water demand by 0.24 mgd ( $= 3.8\text{M s.f.} \times 0.2 \text{ ESD}/1000 \text{ s.f.} \times 310 \text{ gpd/ESD}$ ). The total anticipated increase in the average daily water demand is 2.52 mgd.

**Infrastructure:** The plan for the DSP Downtown Grid area is to upgrade the existing water system supply grid to provide the Opportunity Sites, Entitles Sites, and Commercial Sites with adequate water for both domestic and fire suppression needs. The existing water system is generally adequate, but will require strategic upgrades to serve the proposed projects.

The existing transmission mains are not anticipated to be a requirement for development within the limits of the DSP Downtown Grid area. However, the City has identified several sections of older mains that will likely need to be replaced due to age within the next 30 years. These mains will be the responsibility of the City through their ongoing Capital Improvement Program (CIP).

Extensions of the existing service main system is envisioned to provide adequate service to the developments within the Study Area. The proposed extensions of the existing service main system will be accomplished using a combination of new 8 and 12-inch water mains. The City's Fire Department requires hydrants on each side of the Street fronting development projects. This requirement adds several new sections of water mains to the system. The existing system of 8, 10, & 12-inch service mains will be retained provided they adequately serve future development with sufficient hydraulic capacity.

The existing 6-inch and 8-inch mains located within the alleys can be retained to provide fire and domestic water service to the adjacent existing buildings. The alleyway mains will be retained as installation and maintenance of new services are more easily performed from the alleys. If alley improvements/activation projects occur, it is recommended older pipelines be replaced concurrent with other surface improvements.

The Department of Utilities is also anticipating the need to add water transmission mains through the DSP Downtown Grid area. These are large diameter transmission mains ranging in size between 48 to 78 inch diameters. The size and locations for these transmission mains at this time are very conceptual and no detailed alignment/routing studies have been performed. These mains are needed to move water through the DSP area to other parts of the City's service area to service the future water needs. They are included in this report for informational purposes only.

The proposed water system improvements together with the CIP projects and future water transmission mains are depicted on the Sacramento Downtown Specific Plan – Water Mains exhibit.



DRAFT

*Sacramento Downtown Specific Plan – Water Mains*



## NATURAL GAS

### General Information

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. During the winter, approximately 70 percent is imported from Canada and the balance is supplied from California production wells. During the summer, this ratio is reversed. Also during the summer, gas prices are lower so gas is stored in underground reservoirs for use during winter peak use periods.

In the Downtown Specific Plan (DSP) area there are both high pressure and low pressure distribution systems. High pressure system pipelines, generally 4-inch diameter and larger, carry gas at approximately 40 pounds per square inch (psi). Low pressure system pipelines, generally 2-inch diameter, carry gas at a pressure of seven inch water column (about 0.25 psi). Service is generally provided from the low pressure system unless usage exceeds about 3000 cubic feet per hour; however, in this area the system is all high pressure. Regulators are used to reduce high pressure to low pressure.

### Existing Conditions

The high pressure gas system in the DSP area generally is served by a grid system throughout the Study area. The high pressure system pipelines range in size from 4-inch to 12-inch diameter. The low pressure system is predominantly comprised of 1-inch and 2-inch diameter pipelines in some cases parallel to the high pressure mains.

### Proposed Improvements

PG&E was unable to provide a draft of necessary system improvements and/or review of their gas system without specific information regarding gas loads at each potential development site together with an application for service.

PG&E stated they are currently making improvements to their system in accordance with a number of projects and initiatives which may negate the need for future improvements when or if the new developments are constructed. PG&E will service the new developments and infrastructure as they are constructed and require service. Upgrades to the existing system will be addressed on a case-by-case basis as additional information is received on the actual development square footage and maximum & minimum gas loads.

If the user is a core (non-interruptible) customer in the service area and will accept service at 7 inch water column pressure, the company is generally obligated by Public Utilities Commission regulations to provide service without additional cost for service. If the user is a non-core (interruptible) user, or needs an elevated pressure service for large volume use, there are charges for service according to the company's new business tariffs.



# ELECTRICAL

## General Information

*(Section currently being reviewed and edited by SMUD)*

The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the Downtown ~~Grid area of the Downtown Specific Plan (DSP) Specific Plan (DSP) area~~. Power is transmitted to the DSP area by a ~~looped series~~ of underground 115 kilovolt (kV) transmission ~~system lines~~ that feed ~~several substations that step down the voltage to underground~~ 12 kV ~~distribution and underground/overhead and~~ 21 kV ~~distribution~~ systems. ~~An underground~~The 115 kV loop connects SMUD Station A located at 6<sup>th</sup> and H Streets, Station B located at 19<sup>th</sup> and O Streets, and Station D located at 8<sup>th</sup> and R Streets. This loop is also connected to the North City (north of 20<sup>th</sup> & C Streets) and Mid City (35<sup>th</sup> & R Streets) substations.

Station D, Mid City and the North City substations ~~steps down~~drop the 115 kV to 21 kV and Station A and Station B ~~steps down~~transform 115 kV to 12 kV to serve the overall downtown area. The 12 kV system ~~serves a secondary network system is a high reliability network with redundant feeds, intended to serve the high rise core area where considerations such as keeping elevators and newspaper presses operating are important~~. The 21 kV system serves the balance of the downtown area and will likely be used to serve new development within the greater ~~D~~downtown ~~Grid area and outside of the downtown core~~.

## Existing Conditions (Facilities)

As stated above, the 115 kV transmission system is connected to Station A located on the north side of H Street between 6<sup>th</sup> and 7<sup>th</sup> Streets ~~within the Downtown Grid just outside the Study~~ area. The transmission lines are located in H Street from the Substation to 5<sup>th</sup> Street and then in 5<sup>th</sup> Street south through the Study area.

The southerly portion of downtown Sacramento is served by the 21 kV distribution system. This system is fed by Station D and by Mid City. Station D has two 40 ~~Mega~~gallon Volt Amperes (MVA) transformer banks. Mid City has two 37.5 MVA and two ~~25~~4 MVA banks. ~~The 21 MVA banks could be changed out to 37.5 MVA banks if it became necessary to serve the demands of the area.~~

The 12 kV network has limited capacity for expansion. It is served by Station A which has six banks (ranging ~~from~~ 20-25 MVA) and Station B which contains three 37.5 MVA transformer banks and have no further room for additional transformer banks. The 115 kV circuits utilize pressurized oil-filled cables with pumps that circulate oil through the cables. Repairs or relocations are difficult and expensive, and require importing technicians from out of state where this older technology is more common. Connections are expensive for customers, requiring large underground vaults and redundant transformers and feeds, with fire suppression and dewatering facilities.

## Regulatory Context

The energy consumption of new buildings in California is regulated by State Building Energy Efficiency Standards, Title 24. These are contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Enforcement of the regulations is addressed in the California Code of Regulations, Title 20, Chapter 2, Subchapter 4, Article 1. Title 24 applies to all new construction of both residential and non-residential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting.

## Proposed Improvements

Based on land use projections given in this DSP ~~ewntown~~ Infrastructure ~~Analysis~~Study, SMUD estimates that the additional electrical load from development ~~within the Downtown Grid area~~ may be ~~70XX~~ to ~~90XX~~ megawatts, ~~and is not likely to exceed XX megawatts. A majority of the~~This load ~~would requir~~can be fed by ~~the existing transmission and distribution system without~~ adding major components in the Downtown ~~Grid~~

Formatted: Not Highlight

Formatted: Not Highlight

Formatted: Not Highlight



areaInfrastructure Study Area. SMUD is already working on replacing North City substation with Station E a 60MVA facility (vs. NCY). This allows for additional express feeders mainly to serve the Railyard development, but also to offload and back up Downtown feeders to serve development (initiated by new G1C arena) within the DSP area. An existing NCY feeder is being extended to Downtown in 2017 and the first express feeder is planned by 2019 when Station E is completed.

Once Station A(network) is replaced with Station G, and the Station A site is decommissioned, Station A is being planned to add 80 MVA. With the addition of 13,400 units and 3.8 million square feet of commercial development, another three 40 MVA substation would be required in along the 7th Street corridor in the Railyards or River District, preferably between North B Street and Richards Boulevard. However, this could be located anywhere between 7th Street & 10th Street, North B Street and Richards. The substation is more costly to construct west of 7th Street and less expensive further east since overhead facilities will need to be extended from Station E.

There will be cases where multiple adjacent Opportunity Sites are on a common 21 kV feeder, necessitating switch(es), risers, line reconductor, or line extension to the parcel(s). However, aAdditional major equipment and infrastructure external to the Downtown Grid areaStudy Area will be required as electrical demand approaches area electrical capacity. This would require additional duct banks and splice vaults along 5th and 6th Streets. There is also a possibility of extending a feeder tie on 7th or 12th Streets from the north but this may be external to the Study Area. These improvements will be identified in SMUD's five year system plan as the need arises. Depending on phasing of the Opportunity Sites, some smaller sites may be fed off the Network system. Extension of the existing 21 kV distribution system will be required to serve the Proposed Projects and Opportunity Sites.

In the near term, SMUD anticipates extending the existing 21kV system from the intersection of 76th & L Streets east on L to 7th, north on 7th to the K/L Alleyway, then east in the Alleyway to 9th-10th Street. This extension of the system is proposed for construction in 2017-2019. It is anticipated that an extension of the 21 kV line will be required along 3rd Street from I Street to N Street and connecting with a location west of 2nd Street (just west of the Crocker Museum). The section on 3rd Street from J to I Street or on J Street across from 3rd and to 5th Street will be required to loop the system. The future extensions of the 21kV are anticipated mainly along J Street from 63rd Street 8th to 15th and 15th Street from J to K/L alley, 13th Street from just north of the I/J Alleyway to the L Street, the K/L Alleyway alley from 9th to 12th and from 15th to 17th, and L Street from 12th to 15th Street. The proposed system extensions are depicted in the Sacramento Downtown Specific Plan – Electrical exhibitFigure VH-1. In addition, SMUD is replacing the existing Station A site to a parcel directly north and across Government Alley (will become Station G) from the current site to meet current safety regulations and continue to provide reliable electrical service to the Downtown Grid area. SMUD is reserving the current Station A site for future 21 kV system improvements and a substation.

Another extension will be required on 7th Street from R Street to the Solons or S/T alley, then heading east west to 6th Street and a section along Rice or R/S alley from 21 Street to 23rd Street. SMUD will reconductor the overhead line on 6th Street from Rice Alley, the R/S alleyS, to T Street. Reconductoring will also be required along 8th Street -from a location near the E/G/E/E alley to the D/E alley (Democracy Alley), then west to 7th-. An extension of an overhead line will be required from Democracy Alley to just north of D Street as well.

The future 21 kV routes and switchgear locations are continually subject to change based on the sequence that sites develop, specific load requirements, other utility conflicts, availability of required space for splicing manholes, duct banks, etc. These routes would provide the 21 kV feeder system to within two blocks of the identified Proposed Projects and Opportunity Sites. Additional infrastructure (switchgear, transformers, conduit, pull boxes, etc.) to serve these sites will need to be determined with SMUD and the individual site developers

Formatted: Indent: Left: 0"

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Comment [et1]: Leo look at this segment

Comment [et2]: Leo look at these

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript



In accordance with SMUD’s Rules and Regulations, offsite infrastructure for the 21\_kV extension will be provided by SMUD. All onsite [\(on or adjacent to your parcel\)](#) infrastructure will be provided by the site owner/developer. This is applicable when receiving service from SMUD’s preferred source.

[Site specific improvements are not included in this analysis.](#) The project developer will be required to install service to the proposed project. The proposed development site plan will need to incorporate adequate space (including working clearances) for the placement of above ground pad mounted switches and transformers. If ~~space~~ is not available on the project site or immediately adjacent to the project site, [an alcove on the ground floor exterior section of the building can house pad mounted equipment, otherwise](#) more expensive underground vaults within the street section or building setback will be required. These vaults are very large (typically 9’ x 20’), and costly to install. The costs of the transformer(s), switch(es), and installation are paid by the project developer. To eliminate the challenge and expense of installing the underground vaults, developers are encouraged to plan adequate space for pad mounted switch(es) and transformer(s) when developing the project site plan. [For approximate equipment space requirements, refer to: SMUD.org/Business/Support & Services/Design Construction Services/Downtown Commercial/Electric Service in Downtown Sacramento \(pdf\).](#)





*Sacramento Downtown Specific Plan - Electrical*

*(To be provided by SMUD)*

DRAFT



## TELECOMMUNICATIONS

### General

Within the Downtown Specific Plan (DSP) area there are numerous telecommunications providers. The following are the main providers for telephone and cables services.

### AT&T – Telecommunications

AT&T supplies local and long distance telephone service, and also data communications, in most of the Sacramento Area. The DSP Downtown Grid area is served by the Main Wire Center at 14th and J Streets.

AT&T serves the Downtown Infrastructure Area with a predominantly underground conduit system. There is a small portion of aerial system at the edge of the Study area on 17th Street northerly of J Street. The main lines are generally located in the streets with the feeder lines located in the alleys.

Recently developed properties often place the aerial facilities underground, generally in a joint trench with other utilities in an alley or along the street frontage. Cabling in underground conduits can be either copper wire or fiber optic cable.

### Comcast / AT&T Broadband

Comcast provides cable television service in the Sacramento Area. AT&T Broadband leases conduit space and fiber optic cable capacity from Comcast in the Downtown Sacramento Area.

Comcast serves the Sacramento area with a combination of underground and overhead fiber optic and copper coaxial cable. The signal is generated at a downtown site on N Street near the Capitol, and is distributed to hub sites throughout the service area, from which local service is distributed. There are four different service nodes located in and around the DSP area.

### SureWest

In addition to AT&T and Comcast, SureWest Broadband also provides telecommunications service in the Downtown Sacramento Area. Some of their fiber system is actually in the Comcast / AT&T manhole and conduit system.

The SureWest system through the DSP area is centered around the Downtown Core area of the existing larger buildings. SureWest also operates some aerial facilities.

### Electric Lightwave

Electric Lightwave, Inc. (ELI) provides data and communications, internet, local and long distance voice communications in the Sacramento area for non-residential customers.

ELI serves the Sacramento area with a combination of underground and overhead fiber optic cable and copper cable. The DSP area is served by a switching site at 650 J Street, and the company has fiber optic connections to most AT&T switching sites. Some customer sites may be connected to ELI facilities using AT&T T-1 connections.

### Proposed Telecommunications

The Telecommunications providers have indicated the existing system within the Downtown Infrastructure Study area should be sufficient to serve the Proposed Projects and Opportunity sites with relatively minor additions. In general, service to each of the new sites will be coordinated with the main electrical service in a common joint trench. Typically, a few 2-inch conduits will be added to the joint trench for service to the projects. Extension of the existing systems can also utilize the proposed 21kV conduit trench proposed by SMUD for the electrical system.



## OPINION OF PROBABLE CONSTRUCTION COSTS

The costs presented here to construct the infrastructure necessary for the Downtown Specific Plan (DSP) area within the Downtown Grid are intended to be planning level only. Both the Railyards and River Districts Specific Plan Areas have previously prepared financing plans and are excluded from the estimates in this section.

The estimates include the general costs for the overall buildout of the proposed development of the plan area using today's dollars. This estimate is not intended to be utilized for the actual costs for specific projects. The final costs for each specific project will need to be estimated separately and could be considerably different than those shown here due to the uncertainty of the order, timing and scope of the actual development to be constructed. The estimates have been developed solely to give interested parties a magnitude of the scale of the costs of improvements.

The unit costs are based on actual costs of recent development within the Downtown Sacramento, planning level costs utilized by various City departments as well as engineering judgment. Final unit costs for each specific project will depend on the actual labor and materials costs for the conditions at the time of construction. These conditions might include the scope of the development and the schedule of the completion of the project. It should be noted that costs to construct infrastructure within the Downtown Sacramento area are significantly higher than costs generally associate with development in the outlying suburban or previously undeveloped areas due to the increased costs associated with working within existing roadways with numerous existing utilities, traffic control, and limited working hours.

The estimates are generally separated into the corresponding infrastructure report chapters for the different utilities. The estimates are limited to the work within immediate the Study area boundary. Assumptions and clarifications for the costs are noted at the bottom of the individual sheets.

Right-of-way/easement acquisition has not been included in the estimates since it is expected that the improvements will be constructed within the existing road right-of-way.

*(Estimates to be determined after initial draft report review)*

Formatted: Centered



APPENDIX A  
STREET LIGHT EXAMPLES

Formatted: Font: 14 pt

DRAFT



**ORNAMENTAL STYLE STREET LIGHT**



**MAST ARM STYLE STREET LIGHT**



**DUAL MAST ARM STYLE STREET LIGHT**



**SMUD STYLE STREET LIGHT**









**POST TOP STYLE STREET LIGHT**



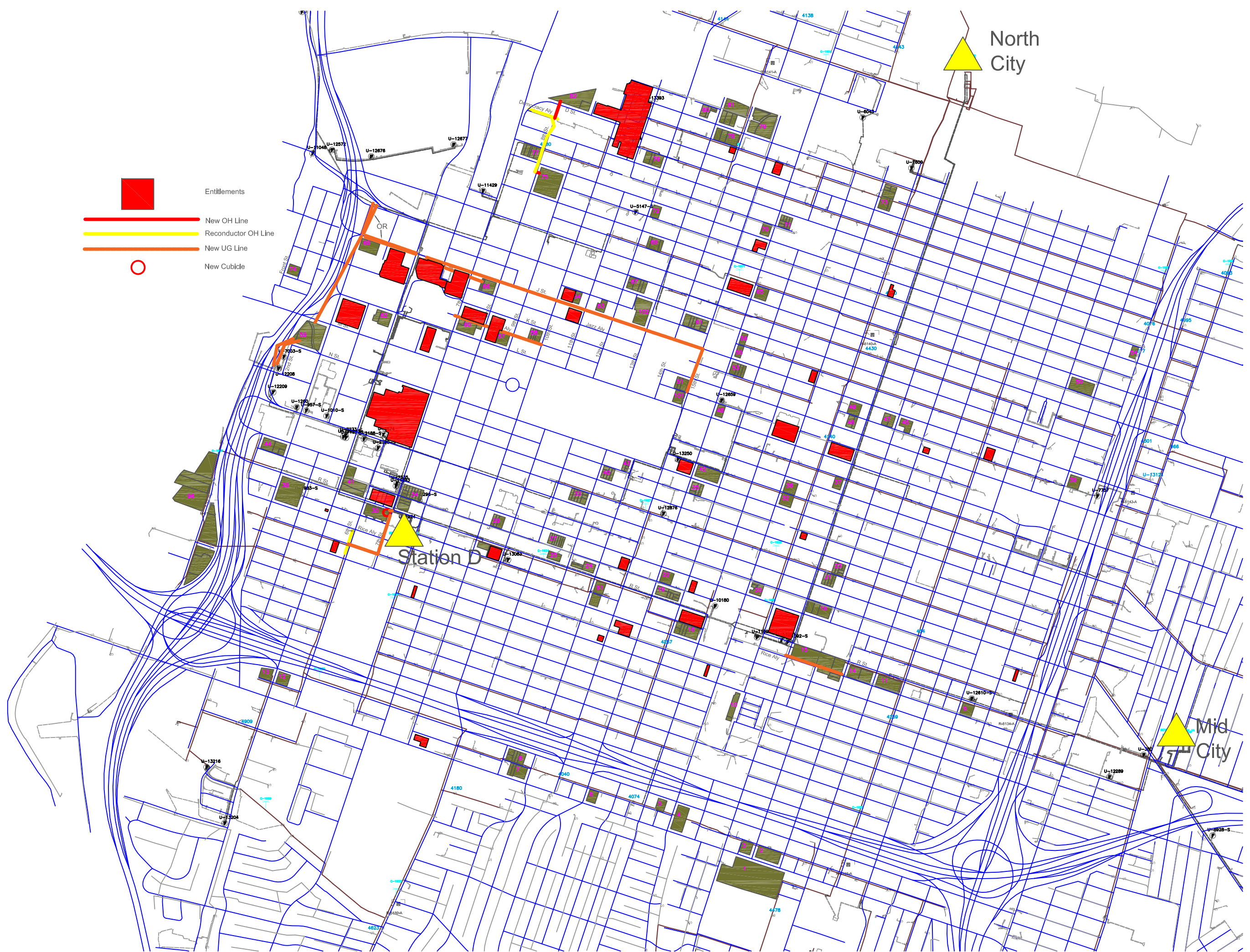
**REGIONAL TRANSIT  
LIGHT & BANNER POLE STYLE STREET LIGHT**

-  Entitlements
-  New OH Line
-  Reconductor OH Line
-  New UG Line
-  New Cubicle

 North City

Station D

 Mid City





**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 – SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19  
SACRAMENTO, CA 95833  
PHONE (916) 274-0635  
FAX (916) 263-1796  
TTY 711



*Serious drought.  
Help save water!*

March 16, 2017

03-SAC2017-00113  
2017022048

Mr. Tom Buford  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**Downtown Specific Plan (DSP) – Notice of Preparation (NOP)**

Dear Mr. Buford

Thank you for including the California Department of Transportation (Caltrans) in the MND public review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed Downtown Specific Plan (DSP) project is implementation of an initiative to develop 10,000 places to live in downtown Sacramento, including land use regulation and policies designed to streamline housing development process and identify necessary public improvements which will support new housing development. The DSP area is bounded by the Sacramento River to the west, the American River to the north (not including the River District and Railyards specific plan areas), and Broadway on the south end. The following comments are based on the NOP including Grid 3.0.

***Transportation Analysis***

The DSP will utilize the previously developed Grid 3.0 Plan as the Transportation Study in environmental impact disclosure, which was adopted in August 2016, and represents the single most defining aspect of the Central City's transportation system. Grid 3.0 contains several local projects that are slated to occur over a 20 year period; and those projects will move the City toward transportation goals set forth in the City's 2035 GP which focuses more on developing a transportation network that is more suitable for active travel modes. In doing so, the preferred DSP network mostly includes reduction of lanes, additional active transportation facilities (all classes), a reintroduction of 29<sup>th</sup> and 30<sup>th</sup> Streets at the State Route 99 (SR-99) Broadway interchange

*"Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California's economy and livability"*

southbound (SB) on ramp and northbound (NB) off-ramp, and road diets for several core arterials, including a road diet on Broadway.

Caltrans realizes that some of the comments and suggestions provided below may result in substantial revisions to the transportation studies completed for the Grid 3.0 effort. However, Caltrans did not receive prior transportation studies for review during the Grid 3.0 effort, so we were not able to provide input earlier in the process. Caltrans acknowledges there was likely a miscommunication between agencies, and was not an intentional effort on either party to refrain from engagement with the Department in the process. Caltrans appreciated meeting with the City toward the end of the process and receiving a briefing of proposed changes, and we look forward to continued engagement as the DSP progresses.

Caltrans is generally supportive of the proposed improvements within the DSP, and Grid 3.0. Caltrans is highly supportive of projected increases in the use of multi-modal and active transportation systems, as well as improvements to the network that improves efficiency for all modes.

Caltrans would like the DSP Draft Environmental Impact Report (DEIR) to address the following comments and concerns.

- Regarding transit, Grid 3.0 is predicated on the assumption that 30% of new trips will be served by bus and rail modes within the next 20 years. On page 21 of Grid 3.0, the second paragraph begins, "By 2036, the number of all rail vehicles and buses entering the Grid during peak hour is projected to increase by 66 percent and 75 percent, respectively." Caltrans has concerns whether the City has a financial mechanism/plan in place for the planned "Central City" transit system, which would facilitate the expected increase in services listed above.
- Given the concerns listed above, and the expected active transportation modal trip split percentage overall, Caltrans is concerned that lane reductions may cause potential operational issues on the SHS if the expected mode shift is not realized. There are existing major arterials within the downtown area that facilitate the movement of vehicles in and out of the "Central City", and serve as parallel facilities to State routes which border the downtown area, in conjunction with various existing downtown freeway ramp terminals that serve SR 99, SR 51, Interstate 5 (I-5), and United States Highway 50 (US-50). The existing major downtown arterials include 9<sup>th</sup>, 10<sup>th</sup>, 12<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 29<sup>th</sup>, I, J, L, N, P, Q Streets, Capitol Ave, Alhambra Blvd, and Broadway. Many of these local facilities are couplets which allow for increased roadway capacities in two directions (i.e.: 15<sup>th</sup>/16<sup>th</sup> Streets and I/J Streets). Lane reductions for Capitol Mall, Broadway, J, L, P, Q, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 15<sup>th</sup>, and 16<sup>th</sup> Streets are included in the Grid 3.0 Preferred Roadway Network on page 4, and as per text the text on pages 25, 45, and 57. With the amount vehicular traffic that currently exists, the prescribed reductions in capacity on J, 16<sup>th</sup>, P, Q Streets, and Broadway could impact the I-5 / J St, I-5 / Q St, US-50 / Stockton Blvd, US-50 / 16<sup>th</sup> St. off-ramps, the "W-X section mainline" (US-50 Sacramento Post Miles L2.4 – L0.3), as well as the existing downtown circulation network. A reasonable timeline should be established for when proposed lane reductions can occur, as well as a sound financial and implementation plan for additional reliable transit facilities within the Sacramento "Central City," in order to

avoid potential negative impacts of lane reductions as listed on page 3 of the Grid 3.0. A comprehensive transportation study, based upon current traffic data and operating conditions, should be prepared or modified in advance of the implementation of lane reductions in order to assess the impacts to the transportation network. Operational concerns for all road users of the SHS that may increase the potential for future collisions should be identified in the DEIR and fully mitigated, including nearby SHS interchanges and intersections.

- In an effort to improve existing merge-weave operations on NB I-5 and US 50, Caltrans is proposing that the NB I-5/P street on-ramp and Grid 3.0 impacts on NB I-5/J Street off-ramp be evaluated, including the closure of the P Street on-ramp. This would likely result in a redistribution of the demand for that on-ramp to the other three on-ramps within the downtown area. Caltrans should be consulted and a traffic study should assess potential impacts of the on-ramp closure to the downtown traffic circulation network and the ramps to NB I-5 at I Street, L Street and 5th/W Street/US-50 connector. In addition, if determined to be necessary, the closure of the P Street on-ramp could influence future decisions made regarding changes to the existing downtown Grid, for instance, if the lane reductions and added bike lanes on P Street could continue further west, or if 5<sup>th</sup> Street could be converted to two-way travel.
- The DSP and Grid 3.0 propose to create 29<sup>th</sup> and 30<sup>th</sup> Streets couplets southwest from X Street to the SR 99 / Broadway ramp terminals intersection. Given that the planned Broadway Bridge over the Sacramento River is expected to serve commuters from West Sacramento to the downtown core, the lane reductions on Broadway could prove incompatible with the amount of West Sacramento based trips coming to Sacramento. The proposal to reduce Broadway from 4 to 3 lanes should also be analyzed with these trips in mind in the DEIR.

### ***Encroachment Permit***

Construction of 29<sup>th</sup> and 30<sup>th</sup> Streets couplets at the SR 99 / Broadway interchange, conversion of P Street to a 2-way facility, and lane reductions on L and J Streets will trigger a Caltrans Encroachment Permit application process. Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin  
California Department of Transportation  
District 3 Office of Permits  
703 B Street  
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Please provide our office with copies of any further actions regarding this project. We would

Mr. Tom Buford / City of Sacramento  
March 16, 2017  
Page 4

appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray at 916-274-0616 or by email at: [arthur.murray@dot.ca.gov](mailto:arthur.murray@dot.ca.gov).

Sincerely,



ERIC FREDERICKS, Chief  
Office of Transportation Planning – South Branch





**SACRAMENTO AREA  
BICYCLE ADVOCATES**

909 12th St, Ste. 116  
Sacramento, CA 95814

*sacbike.org*  
*saba@sacbike.org*  
916 444-6600

March 17, 2017

Tom Buford, Senior Planner  
Community Development Department  
City of Sacramento  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811  
[tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org)

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Downtown Specific Plan (DSP)

Dear Mr. Buford:

Thank you for the opportunity to comment on the subject NOP and on the environmental analysis to be presented in the EIR. We strongly support the City's Downtown Housing Initiative and its goals of increasing density, quality, diversity, and affordability of downtown residential living. As we see in cities like San Francisco, Portland, Seattle and Washington, D.C., having a robust multi-modal transportation system is key to ensuring that current and future residents can easily and comfortably travel throughout the Grid without relying on a single occupancy vehicle. As stated in the NOP, the DSP will identify the public improvements in the transportation system needed to support new housing development.

We understand that Grid 3.0, the City's downtown transportation plan, will become the Mobility Element of the DSP. Grid 3.0 proposes valuable improvements for increasing multi-modal access in the DSP area, including new bike lanes, lane reductions (road diets), and 2-way conversions of 1-way streets. While these and other improvements proposed in Grid 3.0 are vital to the success of the DSP, they fall short of ensuring adequate access by bike throughout the Grid, especially in the northwest quadrant west of 15<sup>th</sup> Street and north of R Street, site of the City's highest concentration of key public destinations (i.e., City Hall, Main Library, State Capitol, Community Center, Golden 1 Center, Sacramento Valley Station) and workplaces.

The Grid 3.0 findings were finalized and approved by the City Council in August 2016 without the public being given a chance to comment and request improvements. For this reason, we see development of the DEIR as the best opportunity for ensuring that the transportation network in the Grid takes full advantage of the neighborhood's potential for safe, convenient travel by biking, walking and public transit. Our comments below reflect opportunities for improving on the Grid 3.0 findings.

The Preferred Bicycle Network contained in Grid 3.0 serves as the downtown portion of the Sacramento Bicycle Master Plan (BMP), also adopted by City Council in August 2016. The adopted goals of the BMP are to increase ridership, improve safety, increase connectivity, and ensure equity. The plan aims to increase the bicycle commute mode share to 7%; eliminate all fatal bike collisions; create a citywide network of continuous low-traffic-stress bikeways; and ensure equitable bikeway investments in all neighborhoods. Achieving the goal of increasing ridership also helps the City achieve other important citywide and regional goals such as improving air quality, slowing climate change, reducing traffic congestion, and improving public health.

We request that the EIR conduct a thorough impact analysis of how the DSP provides or does not provide adequate access by bicycle to important destinations within and surrounding the DSP area. The design of this analysis must consider two questions:

- What are the important destinations to which access by bicycle must be provided?
- How is adequacy of bicycle access to be measured?

If adequate bicycling access to important destinations is not provided by the DSP, it will cause a significant impact that must be mitigated.

Important Destinations for Bicycle Access. In the specific context of the Downtown Housing Initiative, important destinations are the opportunity sites for near-term residential development. These sites are concentrated in the R Street Corridor, the Broadway Corridor, and in the northwest quadrant of the DSP area. Important destinations also are the employment centers, transit hubs, civic amenities, shopping districts, and entertainment venues to which residents will want to travel. Finally, because the DSP area is surrounded by barriers that limit access (i.e., freeways and rivers), important destinations also include the gateways through these barriers to and from surrounding residential neighborhoods.

Adequacy of Bicycle Access. The adequacy of bicycle access depends on the availability of continuous low-traffic-stress bikeways suitable for all ages and abilities of riders to access the important destinations. “Low-traffic-stress” means bikeways on which riders are protected from high speed and high volume traffic (Class IV protected bikeways), bikeways that are on roadways with only low speed and low volume traffic (Class II bike lanes or Class III bike routes), or bikeways completely isolated from traffic (Class I bikeways) (Mekuria et al., 2012. *Low-stress bicycling and network connectivity*. Report 11-10. Mineta Transportation Institute, San Jose). This low-traffic stress definition is based on studies that have shown that perceived traffic danger is the primary factor that keeps people from bicycling for transportation.

Sacramento is developing a citywide Vision Zero action plan to eliminate deaths and serious injuries from traffic collisions among all modes. The importance of defining low-traffic-stress bikeways is demonstrated in some of the data being used to drive that action plan: 1) roadways with speed limits over 25 mph represent only 21% of the City’s roadways but 80% of bike collisions with riders killed or severely injured (KSI), and 2) arterials and collectors represent only 23% of the City’s roadway network but 79% of the KSI bike collisions. Adequate bicycle access can only be provided on bikeways with low vehicle speeds and volumes or where bikeways are protected or separated from higher vehicle speeds and traffic volumes.

The importance of this low-stress definition is also demonstrated by the classification of the general population according to their interest in bicycling: Fewer than 8% of people are willing to ride with traffic or in bike lanes next to moderate-to-high-speed, high-volume traffic. Another 60% of people are interested in bicycling but concerned about interacting with traffic; they are only comfortable riding where separated or protected from high-speed, high-volume traffic (see Mekuria et al. 2012). The remaining 33% of people are never interested in bicycling for transportation. Meeting Sacramento’s goal of increasing bicycle ridership requires accommodating those 60% of people who are “interested but concerned.” Therefore, we must develop a low-traffic-stress network on which these riders can get to important destinations.

The City’s BMP was recently updated to add guidance for the placement of bikeway facilities based on roadway volumes and speeds (page 41 of the BMP): Class II bike lanes should only be used up to volumes of about 12,000 ADT and speeds of 35 mph, enhanced Class II bike lanes (buffered bike lanes) should be used with volumes of 12,000 – 20,000 ADT and speeds of 35 – 45 mph, and Class IV separated bikeways (protected bike lanes or cycle tracks) should be used at greater volumes and speeds. Site-specific conditions may cause variances from these guidelines.

Further incentive for ensuring the adequacy of bicycle access in the DSP area can be found in the launch of the Sacramento regional bike share system. The system will enable commuters and visitors to use share-bikes located throughout downtown area for short-term rentals. The success of this system will depend on downtown streets that enable bike-share customers to safely and comfortably travel to key destinations throughout the downtown area, even if inexperienced with bicycling or unfamiliar with downtown streets.

### **Impact Analysis Requested in the DEIR**

We request that the DEIR analyze the extent to which bicyclists will be able to travel to important destinations and gateways of the DSP area on continuous low-stress bikeways. If low-traffic-stress access is not provided, bicycling mode share will not increase, and the DSP will cause a significant adverse impact on bicycling. The following paragraphs describe some example cases for which this impact analysis should be conducted.

#### Infill Residential Developments

Several infill residential projects are now undergoing final designs and entitlement approvals:

1. The 19J project will be located on two one-way arterials, 19<sup>th</sup> St with bike lanes and J Street without bike lanes. Under Grid 3.0, 19<sup>th</sup> St will become 2-way to the north of the project but not to the south. Thus bicycling access to the project will be inadequate to and from the west and from the east on J St and the south on 19<sup>th</sup> St. Residents and visitors to the project will thus not have low-stress bicycle access from several directions and will need to use sidewalks or alleys to access the site.
2. 800 K/L residential/commercial project will be bounded by K Street, L St. and 8<sup>th</sup> St. Although K St. is low speed and low volume, the presence of double light-rail tracks causes near-daily crashes by people on bikes, including those who are skilled with riding. 8<sup>th</sup> St. and L St. are arterial streets without bikeways. Bicyclists will not have low-stress access to the site from any direction.

#### Opportunity Sites for Future Infill Development

1. Several opportunity sites are located in the northwest quadrant of the DSP area west of 8<sup>th</sup> St and between I Street and Capitol Mall. Low-traffic-stress bicycle access is not currently provided in this quadrant due to existing bike lanes are on high-volume, high-speed, and one-way arterials (I, J, L, 8<sup>th</sup> and 7<sup>th</sup> streets) and are not continuous on some blocks, forcing riders to mix with vehicle traffic. No bikeway improvements are proposed in this area under Grid 3.0.
2. The 16<sup>th</sup> Street Corridor for its entire length through the DSP area has residential opportunity sites and is an emerging commercial district. Under Grid 3.0, it will receive a one-way buffered bike lane as far north as N Street at some time in the future, but no bikeway improvements are proposed further north.

#### Important Destinations

The DSP area holds many important destinations to which low-stress bicycle access should be provided and the DEIR should disclose if not.

1. The Sacramento Valley Station cannot currently be accessed from any direction on continuous low-stress bikeways, and those traveling by bike cannot ride directly south

from the station. Under Grid 3.0, low-stress access will become possible from the Sacramento River bike trail and from the northeast on F Street (but with uncertain timing). Low-stress access will continue to be unavailable from and to the south and east, including the Capitol and the heart of the downtown. The new Kaiser Medical Center, located nearby at 501 J Street, will have the same limitations.

2. The Golden 1 Center and the adjacent plaza being branded as the “Downtown Commons” also cannot be accessed by low-stress bikeways. The bordering streets of J St on the north and 5<sup>th</sup> St on the west have bike lanes but they are placed next to high-speed, high-volume traffic.
3. The Bank “culinary palace” project at 7<sup>th</sup> and J Streets is located on two high-volume, one-way arterials; only J Street has bike lanes. This location does not have low-stress access from any direction and Grid 3.0 does not propose any improvements in its vicinity.

### Gateways to the DSP Area

The gateways under the freeways on the east and south sides of the DSP area are the exclusive access points for bicycles from adjacent neighborhoods. The gateways to the south link the Broadway corridor and its many opportunity sites to the main DSP area. These gateways are particularly hazardous for bicyclists due to the high speed of vehicles on adjacent frontage streets (W, X, 29<sup>th</sup> and 30<sup>th</sup> streets) that lead to and from freeway ramps.

Several of these gateways are proposed for improvement using buffered bike lanes (enhanced Class II) under the W-X portion of Capital City Freeway, but other important gateways will not be improved; these often lack bike lanes. Making the bikeways through these gateways low-traffic-stress is an easy and inexpensive way to greatly increase bicycling mode share for commuting into the DSP area, improving air quality, and reducing traffic congestion, especially from neighborhoods like northwest Land Park and North Oak Park, where bicycle ridership is lower than in adjacent neighborhoods.

1. The 5<sup>th</sup> Street gateway is the critical route linking northwest Land Park (and The Mill infill project) to the Golden 1 Center, Sacramento Valley Station and Kaiser Medical Center.
2. The gateway at Riverside Boulevard/ 11<sup>th</sup> Street is the critical link from residential neighborhoods like Land Park and Hollywood Park to the State Capitol and surrounding employment centers.
3. The 24<sup>th</sup> and 26<sup>th</sup> street gateways are critical links between the neighborhoods of Curtis Park and Oak Park and the DSP area.
4. The T and Folsom/Capitol gateways are critical links to the neighborhoods of Oak Park, Tahoe Park, and East Sacramento.
5. The 16<sup>th</sup> Street gateway under the railroad to North 16<sup>th</sup> Street is a critical link to businesses and residences north of the railroad.

### Needed improvements to avoid significant impacts on bicycling

We request that the DEIR for the DSP evaluate the full potential for adding the following low-stress bikeways to reduce possible impacts on bicycling by the DSP:

1. L Street: 1- or 2-way separated bikeway (Class IV) between 15<sup>th</sup> St. and 5<sup>th</sup> St. This bikeway is urgently needed due to the concentration of key destinations along L St. and the lack of an east–west low-stress bikeway into and through the northwest quadrant of the DSP area (none is proposed under Grid 3.0 for several blocks to the south and north of L Street).
2. 5<sup>th</sup> Street: Separated or buffered bike lanes in both directions between Broadway and the Sacramento Valley Station. There are no other low-stress routes to either destination for many blocks to the east and west.
3. 7<sup>th</sup> and 8<sup>th</sup> streets: Buffered bike lanes (enhanced Class II) between G and P streets.
4. J Street: Buffered bike lanes for the entire length through the DSP area. While Grid 3.0 proposes a 3-to-2 road diet on the Midtown portion of J Street, the DEIR should also analyze the potential for a 2-way conversion of J between 19<sup>th</sup> and 30<sup>th</sup> streets to maximize access by bike, among many other benefits.
5. P and Q streets: Buffered bike lanes (enhanced Class II) between 3<sup>rd</sup> and 9<sup>th</sup> streets.
6. 16<sup>th</sup> Street: Buffered bike lanes for entire length through the DSP area, with a 2-way separated bikeway (Class IV) through the gateway to North 16<sup>th</sup> St and its destinations. Bike access into and out of the north edge of the DSP area is currently limited to one southbound street.
7. Gateways at 5<sup>th</sup>, Riverside-11<sup>th</sup>, 24<sup>th</sup>, 26<sup>th</sup>, H, Capitol, and T Streets as low-stress bikeways.

The proposed project will cause a significant adverse effect on the environment if it will not adequately provide continuous low-traffic-stress access by bicycle throughout the DSP and between the DSP and surrounding neighborhoods. Please ensure that the DEIR fully examines and addresses this possible impact of DSP implementation.

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.

Sincerely,

  
Jordan Lang  
Project Analyst

CC: Joseph Hurley, Sacramento Air Quality Management District ([jhurley@airquality.org](mailto:jhurley@airquality.org))  
Jennifer Donlon Wyant, Sacramento Active Transportation Program Specialist ([jdonlonwyant@cityofsacramento.org](mailto:jdonlonwyant@cityofsacramento.org))



**Environmental Management  
Department**

Val F. Siebal, Director



**County of Sacramento**

---

March 17, 2017

Sent via Electronic Mail

Tom Buford, Senior Planner  
City of Sacramento, Community Development Department  
Environmental Planning Services  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811  
Email: [tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org)

**SUBJECT: SACRAMENTO COUNTY ENVIRONMENTAL MANAGEMENT DEPARTMENT  
COMMENTS REGARDING THE NOTICE OF PREPARATION OF AN  
ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE DOWNTOWN SPECIFIC PLAN**

Dear Mr. Buford:

The Sacramento County Environmental Management Department (EMD) has reviewed the above Environmental Document for the proposed Downtown Specific Plan (DSP). The entirety of the project is within the City of Sacramento, Sacramento County. The DSP Area is generally bounded by the Sacramento River to the west; Business 80 (Route 51) to the east; the American River on the north (not including the River District and Railyards specific plan areas), and Broadway on the South.

EMD has been designated as the Sacramento region's Certified Unified Program Agency (CUPA) by the California Environmental Protection Agency (Cal EPA), the Local Enforcement Agency (LEA) for the California Department of Resources, Recycling and Recovery (Cal Recycle), and acts as the local regulatory agency for wells, onsite wastewater treatment systems, noise, and other environmental health related programs. EMD is providing comments for public health and environmental safety considerations that should be addressed in the Environmental Document.

**HAZARDS AND HAZARDOUS MATERIALS**

The CUPA program comments focus on Hazardous Materials and Hazardous Waste related to the DSP as follows:

- 1) Hazardous Materials Handling and/or Storage: If the handling and/or storage of hazardous material equal to or greater than the minimum reportable quantities (55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases) occurs at any laydown area along the project, separate hazardous materials permits may be required for each location. Permits are business and owner specific and may not be transferred to other owners or locations. Also, incorporate adequate protections for the public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials. Please address the handling and/or storage of hazardous materials.

- 2) Hazardous Waste Generation: If hazardous waste is generated at any laydown area within future projects within the DSP, separate hazardous waste permits may be required for each location. Permits are business and owner specific and may not be transferred to other owners or locations. Since construction of the project is anticipated to last until 2020 the construction exemption outlined in Sacramento County Code (SCC) section 6.96.095 may not apply. Also, incorporate adequate protections for the public health and the environment and groundwater from risks or adverse effects associated with the generation of hazardous waste. Please address how the DSP will ensure compliance with the Hazardous Waste Control Act, verify Hazardous Waste accumulation, labeling, container and tank management standards, and waste generator status, and respond to complaints of illegal disposal of hazardous waste. Please address the generation of hazardous waste.
  
- 3) California Accidental Release Prevention (CalARP) Program: CalARP was adapted from the Federal accidental release program established by the Clean Air Act Section 112 (r) and modified to meet California's needs. The purpose of the CalARP Program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. This is accomplished by requiring businesses that handle more than a threshold quantity of a regulated substance listed in tables 1-3 of the California Code of Regulations, Title 19, Division 2, Chapter 4 to develop a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented by the business to reduce this accident potential. The regulation requires that a business estimate the offsite receptors that could be affected by a hypothetical release of the regulated substance. Offsite receptors include residences, institutions (e.g. schools, hospitals, prisons), industrial, commercial and office buildings, parks or recreational areas inhabited or occupied by the public at any time where members of the public could be exposed to toxic concentrations, radiant heat, or overpressure, as a result of an accidental release. The point of identifying public receptors is to locate those places where there are likely to be, at least some of the time, members of the public whose health could be harmed by short-term exposure to an accidental release.

If you have any questions or concerns regarding the CUPA's comments, please contact Jeni VanDusen at (916) 875-8418 or [VanDusenJ@saccounty.net](mailto:VanDusenJ@saccounty.net)

The Site Assessment and Mitigation program comments focus on soil contamination as follows:

- 1) EMD requests that it be added to the appropriate regulatory agency notification list for any additional unknown contamination discovered during development, assessment, and remediation activities.

If you have any questions or concerns regarding the Site Assessment and Mitigation program comments, please contact Charley Langer at (916) 875-8474 or [LangerC@saccounty.net](mailto:LangerC@saccounty.net)

The Onsite Wastewater Treatment System (OWTS) program comment focuses on potential existing septic tanks due to the Project areas historic use as follows:

- 1) Any septic systems that are discovered within the DSP must be identified and destroyed under a permit from EMD.

If you have any questions or concerns regarding the OWTS comments, please contact Jack Bellan at (916) 876-7560 or [BellanJ@saccounty.net](mailto:BellanJ@saccounty.net)



## SOLID WASTE

The LEA's comments focus on concerns regarding solid waste facilities, including landfills, as follows:

- 1) **Litter:** Despite California Vehicle Code regulations requiring solid waste collection vehicles to secure their loads, some litter does escape from vehicles hauling solid waste to the landfill. While the LEA enforces regulations requiring solid waste facilities to control litter coming from the site they are not necessarily responsible for litter coming off of trucks heading to the site. The onus for disposal of litter that accumulates on private property is on the property owner. It is recommended that property owners be made aware of the potential for litter accumulation on their property and their responsibility for disposal.
- 2) **Odors:** Solid waste facilities are required to prevent nuisances, however, despite the fact that odors are a constant concern at solid waste facilities, it should be noted that the LEA has very limited authority in regards to controlling odors and cannot specifically prohibit odors in the Solid Waste Facility Permit. The generation of odors during routine operation of active landfills and other solid waste facilities is unavoidable and are associated with activities such as the delivery, processing and compacting of waste, the processing of green material, leachate collection and handling, and the operation of the flare. Individuals working and living near solid waste facilities may also be exposed to unpleasant odors from waste collection vehicles on their way to and from solid waste facilities. Inactive and closed landfills may produce odors associated with extracting and flaring landfill gas.

**Noise:** Active solid waste facilities generate a variety of noises associated with their activities as well as with the coming and going of collection vehicles and other vehicles. It is recommended that residents be advised of the potential for noise from the nearby solid waste facilities. Even inactive and closed landfills may have noise generating activities associated with closure construction, maintenance, and post-closure land uses.

- 3) **Aesthetics:** Many solid waste facilities must have adequate lighting under 27 CCR. Some tenants may find the light bothersome. Some landfills, including inactive and closed landfills may have elevated fill areas that are highly visible to surrounding areas.
- 4) **Vector Control:** Solid waste facilities must implement measures to control the propagation, harborage, and attraction of vectors and to minimize problems associated with birds at the landfill. However, pest and bird control measures taken at these sites may push these animals out into surrounding areas, where they may find refuge and food sources in nearby neighborhoods. Landfills are not responsible for controlling birds or vectors outside of their boundaries.
- 5) **Landfill Gas:** Landfilled waste generates landfill gas, including methane which is flammable and explosive. Although landfills are required to control their landfill gas and monitor methane levels at the permitted boundary of the landfill, off-site migration of landfill gases are always a possibility and can pose a threat to surrounding homes and businesses. Although the LEA does not have authority over homes and businesses outside a landfill's permitted boundary, the LEA recommends that all structures to be built within 1000' of landfilled waste be built with protective measures such as foundation gas barriers, ventilation measures and explosive gas detection and alarm systems, per 27CCR, section 21190.

The LEA recommends notifying potential tenants of the above-outlined issues associated with purchasing a property located near solid waste facilities. Placing a neighborhood development near a landfill or other solid waste facility is likely to result in complaints.

If you have any questions or concerns regarding the LEA's comments, please contact John Lewis at (916) 876-7279 or [LewisJoh@saccounty.net](mailto:LewisJoh@saccounty.net)

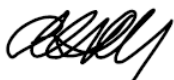
## GROUNDWATER

The Well program comments focus on concerns about the impact of future development on groundwater, as follows:

- 1) All new wells must be constructed under EMD's permitting process and meet EMD well construction standards. Wells include but are not limited to monitoring wells, piezometers, environmental and/or geotechnical exploratory soil borings. EMD standards are more restrictive than the minimum state standards in order to protect Sacramento County's groundwater supply.
- 2) In order to protect the groundwater from potential surface contamination, wells not intended for future use need to be destroyed under a permit from EMD prior to any future grading activities.

Thank you again for the opportunity to provide comments on the Notice of Preparation of an Environmental Impact Report for the Downtown Specific Plan. If you have any questions, please feel free to contact me at (916) 876-7277 or at [hunleyc@saccounty.net](mailto:hunleyc@saccounty.net)

Sincerely,



Christopher Hunley, REHS  
Environmental Compliance Division  
Sacramento County Environmental Management Department



March 17, 2017

**Submitted by e-mail**

Tom Buford, Senior Planner  
City of Sacramento  
Community Development Dept.  
Environmental Planning Services  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811-0218  
E-mail: [TBuford@cityofsacramento.org](mailto:TBuford@cityofsacramento.org)

**Re: Notice of Preparation of EIR for the Downtown Specific Plan**

Dear Mr. Buford:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Downtown Specific Plan (DSP). I attended the Scoping Meeting on March 2, 2017 and submitted additional comments and suggestions via the online survey.

There are numerous mid-20th century resources (including, but not limited to, commercial, institutional, residential resources) located within the “opportunity sites,” identified corridors, and Tier Areas in the DSP.

Some of these resources will likely be identified via our current collaborative project — the Mid-Century Modern Historic Resources Survey / Historic Context Project — in conjunction with the Community Development Department and its consultants this year. I anticipate and trust that City planners will use the results from the survey as a reference when considering opportunity sites.

However, our survey will be limited to mid-20th century modern resources built around and between 1940 and 1970. There are still many pre-1940 and post-1970 significant resources that still need to be identified.

- What measures will be taken by the City and DSP to ensure ALL potential historic resources are identified that are 1) located within the opportunity site areas, and; 2) will become 50 years old during the duration of the DSP?

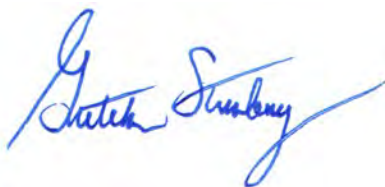
*A 501(c)(3) non-profit organization dedicated to promoting, preserving and protecting modern art, architecture and design in the Sacramento region.*

Gretchen Steinberg 4910 South Land Park Drive, Sacramento, CA 95822  
[gretchen@SacMod.org](mailto:gretchen@SacMod.org)  
[SacMod.org](http://SacMod.org)

- What measures will be taken by the City and DSP to encourage adaptive re-use and provide the opportunity for historic rehabilitation tax credits?
- What measures will the City and DSP take to effectively prevent negative impacts from the scale and massing of new and modified buildings/structures to existing residences, buildings, and historic districts?
- What measures will be taken by the City and DSP to ensure preservation of greenspaces, parks, and our city's urban forest? Further, what measures will be taken to proportionally increase these resources to match the needs of the incoming and current residents?
- What measures will be taken by the City and DSP to ensure that new housing units meet a diverse range of housing needs, are affordable by design, and support a safe and healthy community?

We are grateful for the opportunity to proactively work together with the City to ensure our cityscape represents a true cross-section and walk through time, with all periods and cultures elevated and celebrated. As always, I offer SacMod's assistance to the City to ensure significant mid-20th century historical and cultural assets are preserved for future generations to enjoy.

Respectfully submitted,



Gretchen Steinberg, President, SacMod



3/23/2017

VIA EMAIL

Tom Buford, Senior Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Notice of Preparation of an Environmental Impact Report for the Downtown Specific Plan**

Dear Mr. Buford:

WALKSacramento provided comment March 17, 2017 on the Notice of Preparation of an Environmental Impact Report (EIR) for the Downtown Specific Plan (DSP). Subsequently, the subject of leading pedestrian interval (LPI) signals and vehicle delay in the downtown area came to our attention. With this subject in mind, we recommend adding additional analysis to the DSP Draft EIR.

LPI's have been shown to significantly improve pedestrian safety<sup>1,2</sup>. Pedestrian safety is a top priority for Grid 3.0 and the City's Vision Zero Action Plan, and it should also be a top priority for the DSP. We recommend the DEIR analyze the safety and mobility impacts of implementing LPI's on a broader scale within the DSP area, particularly in areas of high pedestrian traffic such as the Central Business District, Midtown and the R Street corridor.

We also recommend that safety analyses include comprehensive crash costs<sup>2</sup> that evaluate the full costs associated with pedestrian collisions. Comprehensive crash costs include items such as medical care, loss of productivity, public assistance, emergency response, and economic value of the loss in quality of life. Including such items in the analysis would help to better compare the personal and societal costs of pedestrian collisions to congestions costs of delay, air pollution and emotional stress.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved health, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations.

Sincerely,

Chris Holm  
Project Manager

---

<sup>1</sup> J. Mead, C. Zegeer and M. Bushell, "Evaluation of Pedestrian-Related Roadway Measures: A Summary of Available Research," Federal Highway Administration Report DTFH61-23 11-H-00024, [www.pedbikeinfo.org](http://www.pedbikeinfo.org), 2013.

<sup>2</sup> A.C. Fayish and Frank Gross, "Safety effectiveness of leading pedestrian intervals evaluated by a before-after study with comparison groups," Transportation Research Record No. 2198 (2010): 15-22.





MIWOK United Auburn Indian Community  
 MAIDU of the Auburn Rancheria

Gene Whitehouse  
 Chairman

John L. Williams  
 Vice Chairman

Calvin Moman  
 Secretary

Jason Camp  
 Treasurer

Gabe Cayton  
 Council Member

COMMUNITY DEVELOPMENT  
 DEPARTMENT

MAR 28 2017

RECEIVED

March 14, 2017

Tom Buford  
 City of Sacramento  
 300 Richards Blvd. 3rd Floor  
 Sacramento, CA 95811

Subject: Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Downtown Specific Plan

Dear Tom Buford,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. We recommend UAIC tribal representatives observe and participate in all cultural resource surveys. If you are interested, the UAIC's preservation department offers a mapping, records and literature search services program that has been shown to assist project proponents in complying with the necessary resource laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process.

The UAIC's preservation committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the preservation committee's identification of cultural resources in and around your project area, UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at [mguerrero@auburnrancheria.com](mailto:mguerrero@auburnrancheria.com) if you have any questions.

Sincerely,

Gene Whitehouse,  
 Chairman

CC: Marcos Guerrero, CRM





3/17/2017

SENT VIA EMAIL

Tom Buford, Senior Planner,  
City of Sacramento Community Development Department,  
300 Richards Blvd., Third Floor, Sacramento, CA 95811.  
Tele (916) 808-7931  
E-mail: tbuford@cityofsacramento.org

**RE: Notice of Preparation for the Downtown Specific Plan**

Dear Mr. Buford,

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the local agency in Sacramento County responsible for air quality attainment, permitting and enforcement activities. The SMAQMD participates in the California Environmental Quality Act intergovernmental review process as either a responsible or reviewing agency. SMAQMD staff is providing the following comments on the Revised Notice of Preparation.

SMAQMD provides air quality, greenhouse gas, and toxic emissions analysis expectations, significance thresholds, and mitigation strategies in its Guide to Air Quality Assessment in Sacramento County, which can be accessed from the SMAQMD's website (<http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>). Using this guidance will ensure a thorough air quality analysis is conducted for the project.

*Operational Air Quality*

SMAQMD staff anticipates that the project will be significant for operational emissions and recommends that the Environmental Impact Report include an Air Quality Mitigation to reduce operational emission by 15% or more. This reduction is consistent with the City's General Plan<sup>12</sup> and SMAQMD guidance documents<sup>3</sup>. Please consult with the SMAQMD while developing the Air Quality Mitigation Plan.

---

<sup>1</sup> *Sacramento 2035 General Plan Policy 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 (PM10 and PM2.5) through project design. (RDR)

<sup>2</sup> *Sacramento 2035 General Plan Policy ER 6.1.3 Emissions Reduction* : The City shall require development projects that exceed SMAQMD ROG and NOX 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. (RDR)

<sup>3</sup> *SMAQMD Guide to Air Quality Assessment in Sacramento County*: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>

*General Comments*

All emissions calculations and analysis assumptions should be included in the draft environmental document. Please provide notice to the SMAQMD when the draft environmental document is available for review.

All projects are subject to District rules in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling (916) 874-4800. The District thanks the City of Sacramento for the opportunity to comment on this project. If you have additional questions or require further assistance, please contact me at [jhurley@airquality.org](mailto:jhurley@airquality.org) or (916) 874-2694.

Sincerely,

JJ Hurley  
Associate Air Quality Planner/Analyst  
Sacramento Metropolitan Air Quality Management District  
777 12th Street, 3rd Floor  
Sacramento, CA 95814

## ATTACHMENT

### SMAQMD Rules & Regulations Statement (revised 1/2017)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a SMAQMD permit or a California Air Resources Board portable equipment registration (PERP) (see Other Regulations below).

**Rule 402: Nuisance.** The developer or contractor is required to prevent dust or any emissions from onsite activities from causing injury, nuisance, or annoyance to the public.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour.** The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

**Rule 417: Wood Burning Appliances.** This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 453: Cutback and Emulsified Asphalt Paving Materials.** This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

**Rule 460: Adhesives and Sealants.** The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

### **Other Regulations (California Code of Regulations (CCR))**

**17 CCR, Division 3, Chapter 1, Subchapter 7.5, §93105 Naturally Occurring Asbestos:** The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. The developer or contractor is required to comply with specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

**13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program:** The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

**13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling:** Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.



# PRESERVATION SACRAMENTO

PO Box 162140, Sacramento CA 95816 – [preservation.sacramento@gmail.com](mailto:preservation.sacramento@gmail.com) – [PreservationSacramento.org](http://PreservationSacramento.org)

---

March 14, 2017

Tom Buford, Senior Planner  
Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

## **RE: Preservation Sacramento Response to Notice of Preparation, Downtown Specific Plan**

The Board of Directors of Preservation Sacramento would like to comment regarding potential environmental impacts on historic resources within the boundary of the Downtown Specific Plan, specifically in the areas of proposed corridors, nominated but unlisted historic districts, and alley development units vs. lot split development. Our main recommendation to limit environmental impacts and achieve city goals is a comprehensive survey of the entire plan area to locate currently unidentified potential historic resources and districts.

Previous public meetings regarding this issue identified only the R Street Corridor, with announcement of a survey for historic resources along R Street. The map accompanying the NOP includes multiple additional corridors, including 12<sup>th</sup>, 16<sup>th</sup>, I, J, and 21<sup>st</sup> Street corridors. If the project will result in rezoning and other proposed changes in land use along these corridors, surveys of these corridors for historic resources should be performed, in order to determine if the proposed changes will have a negative impact on listed *or unidentified* historic resources in these additional corridors.

During the period 2000-2010, the city of Sacramento received multiple surveys for historic districts within the affected area that were set aside for review but not moved forward for listing, including Yale Avenue, Yale 2000, Broadway, New Era Park and Richmond Grove districts. Also, the project area includes properties listed in the California Register and National Register but not locally listed, including the New Helvetia Historic District (National Register listed) and Capitol Towers Historic District (California Register listed, National Register eligible) and Old Sacramento (National Historic Landmark.) The eligibility of these districts as historic resources, and the effects of the proposed project on these districts, should be considered.

Recent changes in state law regarding accessory dwelling units, or ADUs (SB 1069) make it easier to build backyard units as a by-right entitlement, up to a maximum size of 1200 square feet, but recent efforts at central city alley/accessory housing focuses more on 4000 square foot buildings accompanied by a three-way lot split, often contested by neighbors and community organizations. The issue of the impact on historic districts by these oversized alley units (often larger than the house fronting the lot) has been raised, thus the effects of this housing type should be considered.



# PRESERVATION SACRAMENTO

PO Box 162140, Sacramento CA 95816 – [preservation.sacramento@gmail.com](mailto:preservation.sacramento@gmail.com) – [PreservationSacramento.org](http://PreservationSacramento.org)

---

As presented to the City of Sacramento’s Preservation Commission on March 15, 2017, the city’s efforts regarding historic resources in context of this project have solely focused on a limited avoidance of existing historic districts (see overlay map on next page showing where historic districts overlap “corridors”), assessment of potential historic properties primarily on city-defined “opportunity sites,” and a survey of the R Street historic district to identify additional contributors to that city district, limited to its existing period of significance. If the purpose of the Downtown Specific Plan is to identify potential obstacles to residential development, it includes little to proactively identify eligible historic resources within the project area. This means that future projects will still have to undergo higher levels of environmental review for their effects on potential historic resources. A comprehensive central city survey as part of the Downtown Specific Plan could proactively identify these resources, achieving the project’s goals of facilitating central city development through infill on vacant lots, adaptive reuse, and other strategies to promote central city housing in an environmentally sustainable manner.

The map on Page 3 was created using an earlier map provided to central city stakeholders showing historic districts within the project boundary; this original map is included on Page 4. At the initial public scoping meeting, each topic of discussion had a map detailing the project area, *except* for the station discussing historic preservation, which had no materials available for review. Historic districts were excluded from the maps at the other stations, and in the Notice of Preparation provided by the city.

To summarize, our primary area of concern regards the effect of unidentified but eligible historic resources within the project boundary. A comprehensive survey, and updates of existing district surveys to bring them up to contemporary standards, would address this concern and achieve city goals.

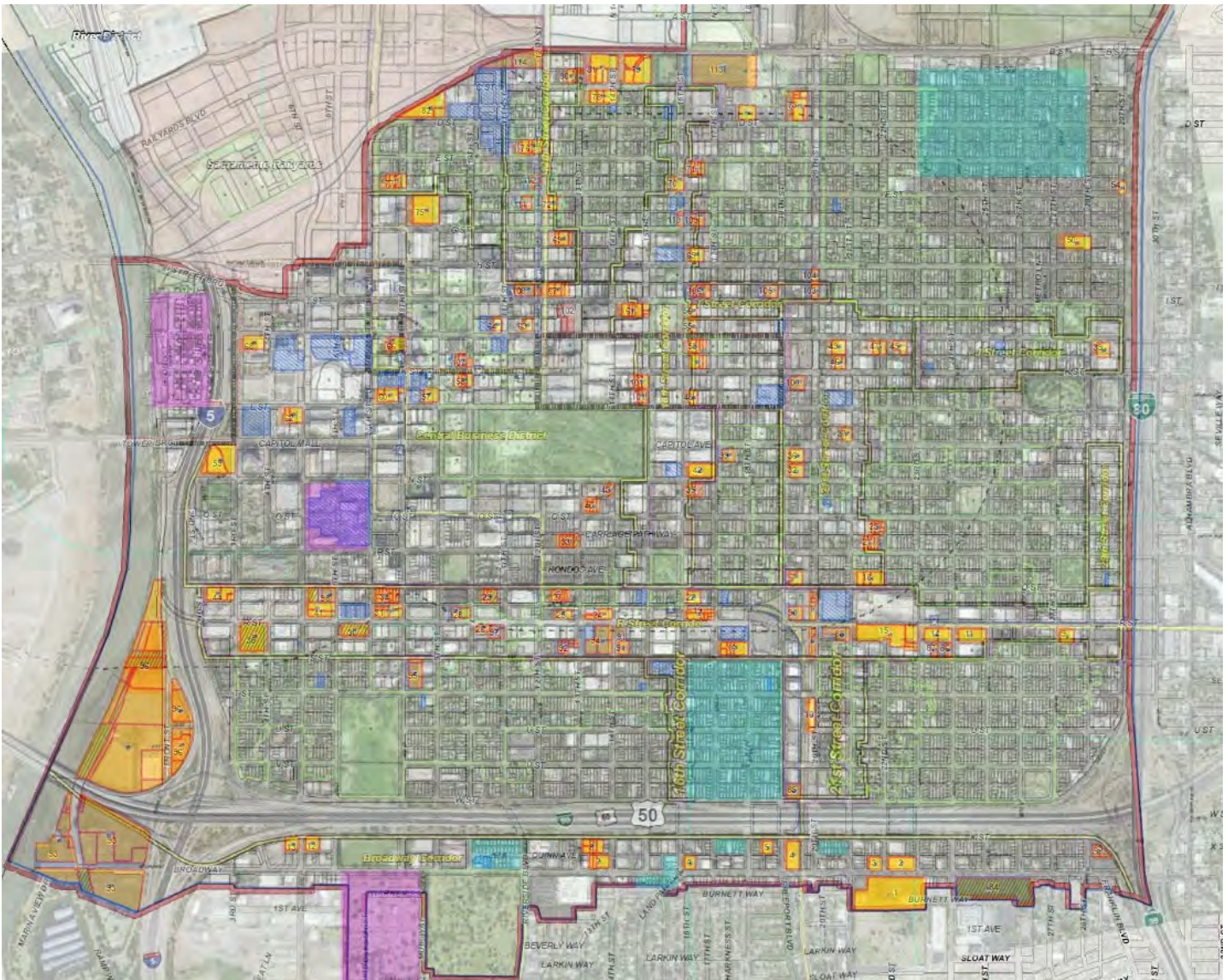
Garret Root  
President, Preservation Sacramento Board of Directors



# PRESERVATION SACRAMENTO

PO Box 162140, Sacramento CA 95816 – [preservation.sacramento@gmail.com](mailto:preservation.sacramento@gmail.com) – [PreservationSacramento.org](http://PreservationSacramento.org)

Figure 1: Central city “opportunity sites” and “corridors” map overlaid with city historic district map (green with dark green outline), surveyed but not listed districts (blue) and National Register, California Register and National Historic Landmark districts not listed as local districts (violet.) Corridors are indicated in yellow. Historic district overlay map was included in earlier meeting materials, but excluded from later map showing districts. Note that historic districts and corridors overlap in many areas.

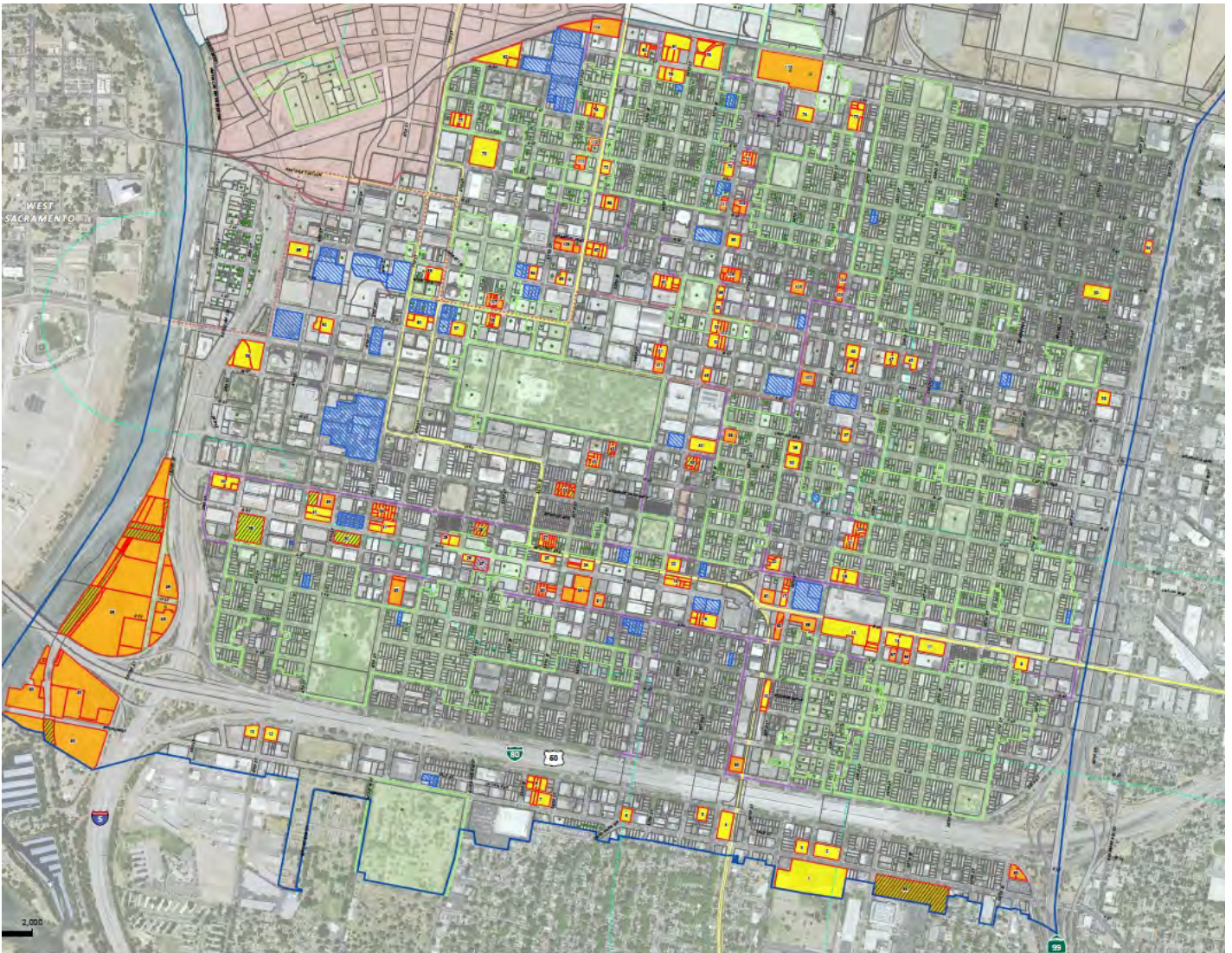




# PRESERVATION SACRAMENTO

PO Box 162140, Sacramento CA 95816 – [preservation.sacramento@gmail.com](mailto:preservation.sacramento@gmail.com) – [PreservationSacramento.org](http://PreservationSacramento.org)

Figure 2: Initial “opportunity sites” map provided to stakeholders indicating locations of historic districts, but not the boundaries of “corridors” indicated on NOP map; this map was overlaid onto Figure 1 map with addition of NR/CR/NHL districts not locally listed. Historic districts are outlined in green.







## Downtown Specific Plan

### COMMUNITY OPEN HOUSE

March 20, 2017

Location:

City of Sacramento  
New City Hall Lobby  
915 I Street

5:30 pm – 7:30 pm

---

### COMMENTS RECEIVED IN RESPONSE TO:

**“ARE THERE ANY OTHER ENVIRONMENTAL TOPICS THAT SHOULD BE ADDRESSED IN THE ENVIRONMENTAL IMPACT REPORT?”**

Good jobs

Good green jobs

Loss of open space by back alley development on existing residences

Agree – alley development can ruin neighborhood feel

Save/maintain our trees. Plant more

Affordability of housing for all age groups

Yea verily!

Consider wind studies for street level at high rises

Design/intensity/density to help w/ affordability

Save maintain our trees

Save our big trees

Archaeological sites at old Am. River confluence & Calle de los Americans (6A 12<sup>th</sup> & 24<sup>th</sup>)

---



EIR Scoping Meeting: March 2, 2017

Sign-In Sheet

NAME	ADDRESS	EMAIL
William Burk	PO BOX 16388, SACRAMENTO 95816	b.burk@conce.st.net
Sue Martensen	2220 Capitol Ave 95816	smartens@earthlink.net
Karen Jacques	1209 T St Sac 95811	threegables1819@gmail.com
Hyman R. Gray	111 J STREET	lyman.gray@parks.ca.gov
JJ Hurley	777 11th St 3rd Fl Sac, CA 95817	jhurley@airquality.org
Angela Tillotson	2110 Capitol Ave. #1	angie.tillotson@gmail.com



EIR Scoping Meeting: March 2, 2017

Sign-In Sheet

NAME	ADDRESS	EMAIL
Gretchen Steinberg	4910 J. LAND PARK BL. SAC, CA 95822	Saczemato modern @ comcast.net
Veronica Betty	2508 L Street #13 Sacramento CA 95816	Veronica @ SacHousingAlliance.org
MATTHEW PNER	2514 CAPITOL AVE. 95816	Piner works @ sbcglobal.net
Vivian Gerlach	Live downtown & work	Vlgerlach @ Comcast.net
Julie Murphy	2731 6 St., Sac	marshall.newe @ gmail.com
Jason Kenney		Jason.kenney @ dgs.ca.gov
Alan LoFaso		ALofaso @ SbcGlobal.net



# Appendix C

## **Air Quality**

# Appendix C1

## **Air Quality Data**

# APPENDIX C.1

---

## Air Quality

**Criteria Pollutant Emissions.** CalEEMod (version 2016.3.1) was used to calculate construction and operational criteria pollutant emissions. In addition, the CALINE-4 model was used to estimate carbon monoxide concentrations at the most congested intersections. The following sub-sections are included in this Appendix below:

1. CalEEMod Model Construction and Operation Results – Summer, Annual– Land Uses/Energy, Transportation Adjusted Trip Rates and Lengths to Match Traffic Study
2. CALINE-4 Outputs

## **1. CalEEMod Outputs**



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**Sacramento Downtown Specific Plan - Adjusted**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,510.89	1000sqft	80.60	3,510,892.00	0
Government Office Building	435.85	1000sqft	10.01	435,847.00	0
Medical Office Building	643.80	1000sqft	14.78	643,797.00	0
High Turnover (Sit Down Restaurant)	280.03	1000sqft	6.43	280,030.00	0
Apartments Mid Rise	13,401.00	Dwelling Unit	352.66	13,401,000.00	35781
Strip Mall	2,303.04	1000sqft	52.87	2,303,044.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2035
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

Project Characteristics -

Land Use - Strip mall land use type represents the combined proposed retail and service uses.

Construction Phase - Assumed construction would begin in late 2017 and occur for 10 years.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Adjusted work and vendor trips assuming building construction would occur consistently throughout the 10 year construction period. Assumed 20 percent of building construction trips is architectural coating worker trips.

Grading -

Vehicle Trips - Adjusted trip rates and lengths to match VMT provided by DKS Associates

Construction Off-road Equipment Mitigation - SMAQMD Enhanced Fugitive PM Dust Control Practices

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	74
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	74
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	NumDays	9,300.00	2,653.00
tblConstructionPhase	NumDays	930.00	2,653.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	PhaseEndDate	7/4/2058	12/31/2027
tblConstructionPhase	PhaseEndDate	3/3/2038	12/31/2027
tblConstructionPhase	PhaseEndDate	5/4/2048	12/31/2027
tblConstructionPhase	PhaseStartDate	5/5/2048	11/1/2017
tblConstructionPhase	PhaseStartDate	1/1/2028	11/1/2017
tblConstructionPhase	PhaseStartDate	3/4/2038	11/1/2017
tblLandUse	BuildingSpaceSquareFeet	3,510,890.00	3,510,892.00

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

tblLandUse	BuildingSpaceSquareFeet	2,303,040.00	2,303,044.00
tblLandUse	LandUseSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	LandUseSquareFeet	2,303,040.00	2,303,044.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblTripsAndVMT	VendorTripNumber	2,608.00	261.00
tblTripsAndVMT	WorkerTripNumber	11,972.00	1,240.00
tblTripsAndVMT	WorkerTripNumber	2,394.00	248.00
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	HO_TL	6.50	13.36
tblVehicleTrips	HS_TL	5.00	10.28
tblVehicleTrips	HW_TL	10.00	20.55
tblVehicleTrips	ST_TR	6.39	1.09
tblVehicleTrips	ST_TR	2.46	0.42

## Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

tblVehicleTrips	ST_TR	158.37	27.04
tblVehicleTrips	ST_TR	8.96	1.53
tblVehicleTrips	ST_TR	42.04	7.18
tblVehicleTrips	SU_TR	5.86	1.00
tblVehicleTrips	SU_TR	1.05	0.18
tblVehicleTrips	SU_TR	131.84	22.51
tblVehicleTrips	SU_TR	1.55	0.26
tblVehicleTrips	SU_TR	20.43	3.49
tblVehicleTrips	WD_TR	6.65	1.14
tblVehicleTrips	WD_TR	11.03	1.88
tblVehicleTrips	WD_TR	68.93	11.77
tblVehicleTrips	WD_TR	127.15	21.71
tblVehicleTrips	WD_TR	36.13	6.17
tblVehicleTrips	WD_TR	44.32	7.57

## 2.0 Emissions Summary

---

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	109.8576	157.4803	156.6603	0.3145	21.8300	6.6036	28.4336	7.1219	6.1355	13.2574	0.0000	31,859.07 13	31,859.07 13	4.3011	0.0000	31,966.59 80
2018	107.2423	139.9219	141.3391	0.3105	21.8299	5.5896	27.4194	7.1218	5.1944	12.3162	0.0000	31,316.91 39	31,316.91 39	4.2031	0.0000	31,421.99 11
2019	105.4721	127.8609	131.3710	0.3055	21.8297	4.9340	26.7637	7.1217	4.5840	11.7058	0.0000	30,661.01 28	30,661.01 28	4.1202	0.0000	30,764.01 83
2020	103.9999	117.2768	122.7192	0.3011	21.8295	4.3846	26.2141	7.1217	4.0710	11.1926	0.0000	30,014.71 88	30,014.71 88	4.0373	0.0000	30,115.65 02
2021	102.7569	107.6175	116.1796	0.2964	21.8293	3.8659	25.6952	7.1216	3.5862	10.7078	0.0000	29,547.11 53	29,547.11 53	3.9756	0.0000	29,646.50 54
2022	101.3642	94.7257	109.9251	0.2916	21.8291	3.2327	25.0618	7.1215	2.9998	10.1214	0.0000	29,074.73 10	29,074.73 10	3.9299	0.0000	29,172.97 92
2023	100.3155	84.0655	104.7824	0.2861	21.8289	2.8093	24.6382	7.1214	2.6060	9.7275	0.0000	28,527.23 05	28,527.23 05	3.8585	0.0000	28,623.69 35
2024	99.7027	79.5959	101.2664	0.2815	21.8288	2.5791	24.4079	7.1214	2.3914	9.5128	0.0000	28,065.51 90	28,065.51 90	3.8250	0.0000	28,161.14 33
2025	98.8926	72.5834	96.8758	0.2769	21.8286	2.2267	24.0553	7.1213	2.0646	9.1859	0.0000	27,609.11 84	27,609.11 84	3.7955	0.0000	27,704.00 52
2026	98.6202	72.0443	94.3998	0.2728	21.8285	2.2232	24.0517	7.1213	2.0613	9.1826	0.0000	27,201.94 72	27,201.94 72	3.7738	0.0000	27,296.29 15
2027	98.3565	71.5528	92.1734	0.2691	21.8284	2.2186	24.0470	7.1212	2.0570	9.1783	0.0000	26,836.29 59	26,836.29 59	3.7540	0.0000	26,930.14 46
<b>Maximum</b>	<b>109.8576</b>	<b>157.4803</b>	<b>156.6603</b>	<b>0.3145</b>	<b>21.8300</b>	<b>6.6036</b>	<b>28.4336</b>	<b>7.1219</b>	<b>6.1355</b>	<b>13.2574</b>	<b>0.0000</b>	<b>31,859.07 13</b>	<b>31,859.07 13</b>	<b>4.3011</b>	<b>0.0000</b>	<b>31,966.59 80</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**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	537.4701	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Energy	8.7261	76.5474	46.2426	0.4760		6.0290	6.0290		6.0290	6.0290		95,193.8892	95,193.8892	1.8246	1.7452	95,759.5789
Mobile	64.8207	259.6027	785.4333	3.5911	412.6232	1.6652	414.2884	110.1641	1.5478	111.7118		365,804.3185	365,804.3185	11.9864		366,103.9775
<b>Total</b>	<b>611.0170</b>	<b>348.8672</b>	<b>1,934.1175</b>	<b>4.1256</b>	<b>412.6232</b>	<b>13.8279</b>	<b>426.4511</b>	<b>110.1641</b>	<b>13.7105</b>	<b>123.8745</b>	<b>0.0000</b>	<b>462,990.5271</b>	<b>462,990.5271</b>	<b>15.7100</b>	<b>1.7452</b>	<b>463,903.3539</b>

**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	537.4701	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Energy	8.7261	76.5474	46.2426	0.4760		6.0290	6.0290		6.0290	6.0290		95,193.8892	95,193.8892	1.8246	1.7452	95,759.5789
Mobile	64.8207	259.6027	785.4333	3.5911	412.6232	1.6652	414.2884	110.1641	1.5478	111.7118		365,804.3185	365,804.3185	11.9864		366,103.9775
<b>Total</b>	<b>611.0170</b>	<b>348.8672</b>	<b>1,934.1175</b>	<b>4.1256</b>	<b>412.6232</b>	<b>13.8279</b>	<b>426.4511</b>	<b>110.1641</b>	<b>13.7105</b>	<b>123.8745</b>	<b>0.0000</b>	<b>462,990.5271</b>	<b>462,990.5271</b>	<b>15.7100</b>	<b>1.7452</b>	<b>463,903.3539</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	Grading	Grading	11/1/2017	12/31/2027	5	2653	
2	Building Construction	Building Construction	11/1/2017	12/31/2027	5	2653	
3	Paving	Paving	11/1/2017	12/31/2027	5	2653	
4	Architectural Coating	Architectural Coating	11/1/2017	12/31/2027	5	2653	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 6632.5**

**Acres of Paving: 0**

**Residential Indoor: 27,137,025; Residential Outdoor: 9,045,675; Non-Residential Indoor: 10,760,415; Non-Residential Outdoor: 3,586,805; Striped Parking Area: 0 (Architectural Coating – sqft)**

#### OffRoad Equipment

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

**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
Architectural Coating	1	248.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,240.00	261.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

Use Oxidation Catalyst for Construction Equipment

Replace Ground Cover

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.7483	67.9396	38.7826	0.0620		3.0727	3.0727		2.8269	2.8269		6,344.8863	6,344.8863	1.9441		6,393.4879
<b>Total</b>	<b>5.7483</b>	<b>67.9396</b>	<b>38.7826</b>	<b>0.0620</b>	<b>8.6733</b>	<b>3.0727</b>	<b>11.7460</b>	<b>3.5965</b>	<b>2.8269</b>	<b>6.4234</b>		<b>6,344.8863</b>	<b>6,344.8863</b>	<b>1.9441</b>		<b>6,393.4879</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.0670	0.9148	1.7500e-003	0.1521	1.1700e-003	0.1533	0.0404	1.0800e-003	0.0414		174.1051	174.1051	6.6300e-003		174.2709
<b>Total</b>	<b>0.1154</b>	<b>0.0670</b>	<b>0.9148</b>	<b>1.7500e-003</b>	<b>0.1521</b>	<b>1.1700e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0800e-003</b>	<b>0.0414</b>		<b>174.1051</b>	<b>174.1051</b>	<b>6.6300e-003</b>		<b>174.2709</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	5.7483	54.3517	38.7826	0.0620		3.0727	3.0727		2.8269	2.8269	0.0000	6,344.8863	6,344.8863	1.9441		6,393.4878
<b>Total</b>	<b>5.7483</b>	<b>54.3517</b>	<b>38.7826</b>	<b>0.0620</b>	<b>8.2397</b>	<b>3.0727</b>	<b>11.3124</b>	<b>3.4167</b>	<b>2.8269</b>	<b>6.2436</b>	<b>0.0000</b>	<b>6,344.8863</b>	<b>6,344.8863</b>	<b>1.9441</b>		<b>6,393.4878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.0670	0.9148	1.7500e-003	0.1521	1.1700e-003	0.1533	0.0404	1.0800e-003	0.0414		174.1051	174.1051	6.6300e-003		174.2709
<b>Total</b>	<b>0.1154</b>	<b>0.0670</b>	<b>0.9148</b>	<b>1.7500e-003</b>	<b>0.1521</b>	<b>1.1700e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0800e-003</b>	<b>0.0414</b>		<b>174.1051</b>	<b>174.1051</b>	<b>6.6300e-003</b>		<b>174.2709</b>

**3.2 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230		6,244.4284	6,244.4284	1.9440		6,293.0278
<b>Total</b>	<b>5.0901</b>	<b>59.5218</b>	<b>35.0894</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.6337</b>	<b>11.3071</b>	<b>3.5965</b>	<b>2.4230</b>	<b>6.0195</b>		<b>6,244.4284</b>	<b>6,244.4284</b>	<b>1.9440</b>		<b>6,293.0278</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1031	0.0585	0.8042	1.7000e-003	0.1521	1.1200e-003	0.1533	0.0404	1.0300e-003	0.0414		169.4717	169.4717	5.8300e-003		169.6174
<b>Total</b>	<b>0.1031</b>	<b>0.0585</b>	<b>0.8042</b>	<b>1.7000e-003</b>	<b>0.1521</b>	<b>1.1200e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0300e-003</b>	<b>0.0414</b>		<b>169.4717</b>	<b>169.4717</b>	<b>5.8300e-003</b>		<b>169.6174</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	5.0901	47.6174	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278
<b>Total</b>	<b>5.0901</b>	<b>47.6174</b>	<b>35.0894</b>	<b>0.0620</b>	<b>8.2397</b>	<b>2.6337</b>	<b>10.8734</b>	<b>3.4167</b>	<b>2.4230</b>	<b>5.8397</b>	<b>0.0000</b>	<b>6,244.4284</b>	<b>6,244.4284</b>	<b>1.9440</b>		<b>6,293.0278</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1031	0.0585	0.8042	1.7000e-003	0.1521	1.1200e-003	0.1533	0.0404	1.0300e-003	0.0414		169.4717	169.4717	5.8300e-003		169.6174
<b>Total</b>	<b>0.1031</b>	<b>0.0585</b>	<b>0.8042</b>	<b>1.7000e-003</b>	<b>0.1521</b>	<b>1.1200e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0300e-003</b>	<b>0.0414</b>		<b>169.4717</b>	<b>169.4717</b>	<b>5.8300e-003</b>		<b>169.6174</b>

**3.2 Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
<b>Total</b>	<b>4.7389</b>	<b>54.5202</b>	<b>33.3768</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.3827</b>	<b>11.0560</b>	<b>3.5965</b>	<b>2.1920</b>	<b>5.7885</b>		<b>6,140.0195</b>	<b>6,140.0195</b>	<b>1.9426</b>		<b>6,188.5854</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2019**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	4.7389	43.6161	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
<b>Total</b>	<b>4.7389</b>	<b>43.6161</b>	<b>33.3768</b>	<b>0.0620</b>	<b>8.2397</b>	<b>2.3827</b>	<b>10.6223</b>	<b>3.4167</b>	<b>2.1920</b>	<b>5.6087</b>	<b>0.0000</b>	<b>6,140.0195</b>	<b>6,140.0195</b>	<b>1.9426</b>		<b>6,188.5854</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2019**

**Mitigated Construction Off-Site**

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

**3.2 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
<b>Total</b>	<b>4.4501</b>	<b>50.1975</b>	<b>31.9583</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.1739</b>	<b>10.8472</b>	<b>3.5965</b>	<b>2.0000</b>	<b>5.5965</b>		<b>6,005.8653</b>	<b>6,005.8653</b>	<b>1.9424</b>		<b>6,054.4257</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	4.4501	40.1580	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
<b>Total</b>	<b>4.4501</b>	<b>40.1580</b>	<b>31.9583</b>	<b>0.0620</b>	<b>8.2397</b>	<b>2.1739</b>	<b>10.4136</b>	<b>3.4167</b>	<b>2.0000</b>	<b>5.4167</b>	<b>0.0000</b>	<b>6,005.8653</b>	<b>6,005.8653</b>	<b>1.9424</b>		<b>6,054.4257</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

**3.2 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0410	0.5983	1.5400e-003	0.1521	1.0300e-003	0.1532	0.0404	9.5000e-004	0.0413		153.2958	153.2958	4.0800e-003		153.3978
<b>Total</b>	<b>0.0802</b>	<b>0.0410</b>	<b>0.5983</b>	<b>1.5400e-003</b>	<b>0.1521</b>	<b>1.0300e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.5000e-004</b>	<b>0.0413</b>		<b>153.2958</b>	<b>153.2958</b>	<b>4.0800e-003</b>		<b>153.3978</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	4.1912	37.1199	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>37.1199</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.2397</b>	<b>1.9853</b>	<b>10.2250</b>	<b>3.4167</b>	<b>1.8265</b>	<b>5.2432</b>	<b>0.0000</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0410	0.5983	1.5400e-003	0.1521	1.0300e-003	0.1532	0.0404	9.5000e-004	0.0413		153.2958	153.2958	4.0800e-003		153.3978
<b>Total</b>	<b>0.0802</b>	<b>0.0410</b>	<b>0.5983</b>	<b>1.5400e-003</b>	<b>0.1521</b>	<b>1.0300e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.5000e-004</b>	<b>0.0413</b>		<b>153.2958</b>	<b>153.2958</b>	<b>4.0800e-003</b>		<b>153.3978</b>

**3.2 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.0369	0.5510	1.4800e-003	0.1521	1.0000e-003	0.1531	0.0404	9.2000e-004	0.0413		147.7983	147.7983	3.6700e-003		147.8899
<b>Total</b>	<b>0.0748</b>	<b>0.0369</b>	<b>0.5510</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.0000e-003</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.2000e-004</b>	<b>0.0413</b>		<b>147.7983</b>	<b>147.7983</b>	<b>3.6700e-003</b>		<b>147.8899</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	3.6248	31.0748	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>31.0748</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.6349</b>	<b>9.8746</b>	<b>3.4167</b>	<b>1.5041</b>	<b>4.9208</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.0369	0.5510	1.4800e-003	0.1521	1.0000e-003	0.1531	0.0404	9.2000e-004	0.0413		147.7983	147.7983	3.6700e-003		147.8899
<b>Total</b>	<b>0.0748</b>	<b>0.0369</b>	<b>0.5510</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.0000e-003</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.2000e-004</b>	<b>0.0413</b>		<b>147.7983</b>	<b>147.7983</b>	<b>3.6700e-003</b>		<b>147.8899</b>

**3.2 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>		<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0332	0.5072	1.4300e-003	0.1521	9.8000e-004	0.1531	0.0404	9.0000e-004	0.0413		142.2416	142.2416	3.2900e-003		142.3238
<b>Total</b>	<b>0.0699</b>	<b>0.0332</b>	<b>0.5072</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>9.8000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.0000e-004</b>	<b>0.0413</b>		<b>142.2416</b>	<b>142.2416</b>	<b>3.2900e-003</b>		<b>142.3238</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	3.3217	27.6125	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>27.6125</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.4245</b>	<b>9.6642</b>	<b>3.4167</b>	<b>1.3105</b>	<b>4.7272</b>	<b>0.0000</b>	<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0332	0.5072	1.4300e-003	0.1521	9.8000e-004	0.1531	0.0404	9.0000e-004	0.0413		142.2416	142.2416	3.2900e-003		142.3238
<b>Total</b>	<b>0.0699</b>	<b>0.0332</b>	<b>0.5072</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>9.8000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.0000e-004</b>	<b>0.0413</b>		<b>142.2416</b>	<b>142.2416</b>	<b>3.2900e-003</b>		<b>142.3238</b>

**3.2 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>		<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0300	0.4705	1.3700e-003	0.1521	9.5000e-004	0.1531	0.0404	8.8000e-004	0.0412		136.7050	136.7050	2.9700e-003		136.7791
<b>Total</b>	<b>0.0657</b>	<b>0.0300</b>	<b>0.4705</b>	<b>1.3700e-003</b>	<b>0.1521</b>	<b>9.5000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.8000e-004</b>	<b>0.0412</b>		<b>136.7050</b>	<b>136.7050</b>	<b>2.9700e-003</b>		<b>136.7791</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	3.2181	25.9016	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>25.9016</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.3354</b>	<b>9.5751</b>	<b>3.4167</b>	<b>1.2286</b>	<b>4.6453</b>	<b>0.0000</b>	<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0300	0.4705	1.3700e-003	0.1521	9.5000e-004	0.1531	0.0404	8.8000e-004	0.0412		136.7050	136.7050	2.9700e-003		136.7791
<b>Total</b>	<b>0.0657</b>	<b>0.0300</b>	<b>0.4705</b>	<b>1.3700e-003</b>	<b>0.1521</b>	<b>9.5000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.8000e-004</b>	<b>0.0412</b>		<b>136.7050</b>	<b>136.7050</b>	<b>2.9700e-003</b>		<b>136.7791</b>

**3.2 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0273	0.4364	1.3200e-003	0.1521	9.4000e-004	0.1531	0.0404	8.6000e-004	0.0412		131.2246	131.2246	2.6900e-003		131.2918
<b>Total</b>	<b>0.0620</b>	<b>0.0273</b>	<b>0.4364</b>	<b>1.3200e-003</b>	<b>0.1521</b>	<b>9.4000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.6000e-004</b>	<b>0.0412</b>		<b>131.2246</b>	<b>131.2246</b>	<b>2.6900e-003</b>		<b>131.2918</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	2.9012	22.3543	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>22.3543</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.1309</b>	<b>9.3706</b>	<b>3.4167</b>	<b>1.0404</b>	<b>4.4571</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0273	0.4364	1.3200e-003	0.1521	9.4000e-004	0.1531	0.0404	8.6000e-004	0.0412		131.2246	131.2246	2.6900e-003		131.2918
<b>Total</b>	<b>0.0620</b>	<b>0.0273</b>	<b>0.4364</b>	<b>1.3200e-003</b>	<b>0.1521</b>	<b>9.4000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.6000e-004</b>	<b>0.0412</b>		<b>131.2246</b>	<b>131.2246</b>	<b>2.6900e-003</b>		<b>131.2918</b>

**3.2 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0586	0.0249	0.4068	1.2700e-003	0.1521	9.1000e-004	0.1531	0.0404	8.4000e-004	0.0412		126.3469	126.3469	2.4500e-003		126.4081
<b>Total</b>	<b>0.0586</b>	<b>0.0249</b>	<b>0.4068</b>	<b>1.2700e-003</b>	<b>0.1521</b>	<b>9.1000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.4000e-004</b>	<b>0.0412</b>		<b>126.3469</b>	<b>126.3469</b>	<b>2.4500e-003</b>		<b>126.4081</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	2.9012	22.3543	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>22.3543</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.1309</b>	<b>9.3706</b>	<b>3.4167</b>	<b>1.0404</b>	<b>4.4571</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0586	0.0249	0.4068	1.2700e-003	0.1521	9.1000e-004	0.1531	0.0404	8.4000e-004	0.0412		126.3469	126.3469	2.4500e-003		126.4081
<b>Total</b>	<b>0.0586</b>	<b>0.0249</b>	<b>0.4068</b>	<b>1.2700e-003</b>	<b>0.1521</b>	<b>9.1000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.4000e-004</b>	<b>0.0412</b>		<b>126.3469</b>	<b>126.3469</b>	<b>2.4500e-003</b>		<b>126.4081</b>

**3.2 Grading - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0228	0.3800	1.2200e-003	0.1521	8.6000e-004	0.1530	0.0404	8.0000e-004	0.0412		121.9862	121.9862	2.2300e-003		122.0420
<b>Total</b>	<b>0.0554</b>	<b>0.0228</b>	<b>0.3800</b>	<b>1.2200e-003</b>	<b>0.1521</b>	<b>8.6000e-004</b>	<b>0.1530</b>	<b>0.0404</b>	<b>8.0000e-004</b>	<b>0.0412</b>		<b>121.9862</b>	<b>121.9862</b>	<b>2.2300e-003</b>		<b>122.0420</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2397	0.0000	8.2397	3.4167	0.0000	3.4167			0.0000			0.0000
Off-Road	2.9012	22.3543	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>22.3543</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.2397</b>	<b>1.1309</b>	<b>9.3706</b>	<b>3.4167</b>	<b>1.0404</b>	<b>4.4571</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.2 Grading - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0228	0.3800	1.2200e-003	0.1521	8.6000e-004	0.1530	0.0404	8.0000e-004	0.0412		121.9862	121.9862	2.2300e-003		122.0420
<b>Total</b>	<b>0.0554</b>	<b>0.0228</b>	<b>0.3800</b>	<b>1.2200e-003</b>	<b>0.1521</b>	<b>8.6000e-004</b>	<b>0.1530</b>	<b>0.0404</b>	<b>8.0000e-004</b>	<b>0.0412</b>		<b>121.9862</b>	<b>121.9862</b>	<b>2.2300e-003</b>		<b>122.0420</b>

**3.3 Building Construction - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
<b>Total</b>	<b>3.1149</b>	<b>26.5546</b>	<b>18.1825</b>	<b>0.0269</b>		<b>1.7879</b>	<b>1.7879</b>		<b>1.6791</b>	<b>1.6791</b>		<b>2,650.9797</b>	<b>2,650.9797</b>	<b>0.6531</b>		<b>2,667.3078</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6510	34.9788	13.1315	0.0663	1.5713	0.3216	1.8929	0.4522	0.3077	0.7599		6,993.0058	6,993.0058	0.4552		7,004.3864
Worker	7.1538	4.1560	56.7191	0.1087	9.4327	0.0723	9.5050	2.5021	0.0668	2.5689		10,794.5178	10,794.5178	0.4110		10,804.7935
<b>Total</b>	<b>8.8048</b>	<b>39.1347</b>	<b>69.8505</b>	<b>0.1750</b>	<b>11.0039</b>	<b>0.3939</b>	<b>11.3979</b>	<b>2.9543</b>	<b>0.3745</b>	<b>3.3288</b>		<b>17,787.5236</b>	<b>17,787.5236</b>	<b>0.8663</b>		<b>17,809.1799</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	21.2437	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
<b>Total</b>	<b>3.1149</b>	<b>21.2437</b>	<b>18.1825</b>	<b>0.0269</b>		<b>1.7879</b>	<b>1.7879</b>		<b>1.6791</b>	<b>1.6791</b>	<b>0.0000</b>	<b>2,650.9797</b>	<b>2,650.9797</b>	<b>0.6531</b>		<b>2,667.3078</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6510	34.9788	13.1315	0.0663	1.5713	0.3216	1.8929	0.4522	0.3077	0.7599		6,993.0058	6,993.0058	0.4552		7,004.3864
Worker	7.1538	4.1560	56.7191	0.1087	9.4327	0.0723	9.5050	2.5021	0.0668	2.5689		10,794.5178	10,794.5178	0.4110		10,804.7935
<b>Total</b>	<b>8.8048</b>	<b>39.1347</b>	<b>69.8505</b>	<b>0.1750</b>	<b>11.0039</b>	<b>0.3939</b>	<b>11.3979</b>	<b>2.9543</b>	<b>0.3745</b>	<b>3.3288</b>		<b>17,787.5236</b>	<b>17,787.5236</b>	<b>0.8663</b>		<b>17,809.1799</b>

**3.3 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
<b>Total</b>	<b>2.6795</b>	<b>23.3900</b>	<b>17.5804</b>	<b>0.0269</b>		<b>1.4999</b>	<b>1.4999</b>		<b>1.4099</b>	<b>1.4099</b>		<b>2,620.9351</b>	<b>2,620.9351</b>	<b>0.6421</b>		<b>2,636.9883</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4018	33.0312	10.7792	0.0660	1.5711	0.2641	1.8352	0.4521	0.2527	0.7048		6,970.7417	6,970.7417	0.4322		6,981.5464
Worker	6.3904	3.6249	49.8601	0.1057	9.4327	0.0693	9.5020	2.5021	0.0639	2.5661		10,507.2466	10,507.2466	0.3614		10,516.2815
<b>Total</b>	<b>7.7922</b>	<b>36.6561</b>	<b>60.6393</b>	<b>0.1717</b>	<b>11.0038</b>	<b>0.3334</b>	<b>11.3372</b>	<b>2.9542</b>	<b>0.3166</b>	<b>3.2709</b>		<b>17,477.9883</b>	<b>17,477.9883</b>	<b>0.7936</b>		<b>17,497.8279</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	18.7120	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
<b>Total</b>	<b>2.6795</b>	<b>18.7120</b>	<b>17.5804</b>	<b>0.0269</b>		<b>1.4999</b>	<b>1.4999</b>		<b>1.4099</b>	<b>1.4099</b>	<b>0.0000</b>	<b>2,620.9351</b>	<b>2,620.9351</b>	<b>0.6421</b>		<b>2,636.9883</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4018	33.0312	10.7792	0.0660	1.5711	0.2641	1.8352	0.4521	0.2527	0.7048		6,970.7417	6,970.7417	0.4322		6,981.5464
Worker	6.3904	3.6249	49.8601	0.1057	9.4327	0.0693	9.5020	2.5021	0.0639	2.5661		10,507.2466	10,507.2466	0.3614		10,516.2815
<b>Total</b>	<b>7.7922</b>	<b>36.6561</b>	<b>60.6393</b>	<b>0.1717</b>	<b>11.0038</b>	<b>0.3334</b>	<b>11.3372</b>	<b>2.9542</b>	<b>0.3166</b>	<b>3.2709</b>		<b>17,477.9883</b>	<b>17,477.9883</b>	<b>0.7936</b>		<b>17,497.8279</b>

**3.3 Building Construction - 2019**

**Unmitigated Construction On-Site**

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

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2349	31.2628	9.3344	0.0655	1.5709	0.2256	1.7965	0.4521	0.2158	0.6679		6,923.049 2	6,923.049 2	0.4161		6,933.450 4
Worker	5.8104	3.1914	44.7718	0.1021	9.4327	0.0672	9.4999	2.5021	0.0620	2.5641		10,151.15 74	10,151.15 74	0.3194		10,159.14 33
<b>Total</b>	<b>7.0453</b>	<b>34.4541</b>	<b>54.1062</b>	<b>0.1675</b>	<b>11.0036</b>	<b>0.2928</b>	<b>11.2964</b>	<b>2.9542</b>	<b>0.2778</b>	<b>3.2319</b>		<b>17,074.20 66</b>	<b>17,074.20 66</b>	<b>0.7355</b>		<b>17,092.59 37</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	16.8630	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
<b>Total</b>	<b>2.3612</b>	<b>16.8630</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>	<b>0.0000</b>	<b>2,591.580 2</b>	<b>2,591.580 2</b>	<b>0.6313</b>		<b>2,607.363 5</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2349	31.2628	9.3344	0.0655	1.5709	0.2256	1.7965	0.4521	0.2158	0.6679		6,923.049 2	6,923.049 2	0.4161		6,933.450 4
Worker	5.8104	3.1914	44.7718	0.1021	9.4327	0.0672	9.4999	2.5021	0.0620	2.5641		10,151.15 74	10,151.15 74	0.3194		10,159.14 33
<b>Total</b>	<b>7.0453</b>	<b>34.4541</b>	<b>54.1062</b>	<b>0.1675</b>	<b>11.0036</b>	<b>0.2928</b>	<b>11.2964</b>	<b>2.9542</b>	<b>0.2778</b>	<b>3.2319</b>		<b>17,074.20 66</b>	<b>17,074.20 66</b>	<b>0.7355</b>		<b>17,092.59 37</b>

**3.3 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.063 1</b>	<b>2,553.063 1</b>	<b>0.6229</b>		<b>2,568.634 5</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9842	28.6589	7.7027	0.0650	1.5707	0.1494	1.7201	0.4520	0.1429	0.5949		6,881.4066	6,881.4066	0.3899		6,891.1549
Worker	5.3470	2.8374	40.4862	0.0989	9.4327	0.0656	9.4983	2.5021	0.0605	2.5626		9,839.5607	9,839.5607	0.2819		9,846.6081
<b>Total</b>	<b>6.3312</b>	<b>31.4963</b>	<b>48.1889</b>	<b>0.1639</b>	<b>11.0034</b>	<b>0.2150</b>	<b>11.2184</b>	<b>2.9541</b>	<b>0.2034</b>	<b>3.1575</b>		<b>16,720.9673</b>	<b>16,720.9673</b>	<b>0.6718</b>		<b>16,737.7630</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	15.3488	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>15.3488</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9842	28.6589	7.7027	0.0650	1.5707	0.1494	1.7201	0.4520	0.1429	0.5949		6,881.4066	6,881.4066	0.3899		6,891.1549
Worker	5.3470	2.8374	40.4862	0.0989	9.4327	0.0656	9.4983	2.5021	0.0605	2.5626		9,839.5607	9,839.5607	0.2819		9,846.6081
<b>Total</b>	<b>6.3312</b>	<b>31.4963</b>	<b>48.1889</b>	<b>0.1639</b>	<b>11.0034</b>	<b>0.2150</b>	<b>11.2184</b>	<b>2.9541</b>	<b>0.2034</b>	<b>3.1575</b>		<b>16,720.9673</b>	<b>16,720.9673</b>	<b>0.6718</b>		<b>16,737.7630</b>

**3.3 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8066	26.2150	6.6940	0.0644	1.5705	0.0719	1.6424	0.4519	0.0688	0.5207		6,824.5734	6,824.5734	0.3730		6,833.8981
Worker	4.9698	2.5440	37.0951	0.0955	9.4327	0.0637	9.4963	2.5021	0.0587	2.5608		9,504.3400	9,504.3400	0.2529		9,510.6627
<b>Total</b>	<b>5.7764</b>	<b>28.7590</b>	<b>43.7891</b>	<b>0.1599</b>	<b>11.0032</b>	<b>0.1356</b>	<b>11.1388</b>	<b>2.9540</b>	<b>0.1274</b>	<b>3.0815</b>		<b>16,328.9134</b>	<b>16,328.9134</b>	<b>0.6259</b>		<b>16,344.5608</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	13.9457	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>13.9457</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8066	26.2150	6.6940	0.0644	1.5705	0.0719	1.6424	0.4519	0.0688	0.5207		6,824.5734	6,824.5734	0.3730		6,833.8981
Worker	4.9698	2.5440	37.0951	0.0955	9.4327	0.0637	9.4963	2.5021	0.0587	2.5608		9,504.3400	9,504.3400	0.2529		9,510.6627
<b>Total</b>	<b>5.7764</b>	<b>28.7590</b>	<b>43.7891</b>	<b>0.1599</b>	<b>11.0032</b>	<b>0.1356</b>	<b>11.1388</b>	<b>2.9540</b>	<b>0.1274</b>	<b>3.0815</b>		<b>16,328.9134</b>	<b>16,328.9134</b>	<b>0.6259</b>		<b>16,344.5608</b>

**3.3 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7484	24.9230	6.1677	0.0638	1.5703	0.0630	1.6333	0.4519	0.0602	0.5121		6,765.0420	6,765.0420	0.3622		6,774.0978
Worker	4.6389	2.2881	34.1619	0.0920	9.4327	0.0620	9.4947	2.5021	0.0571	2.5592		9,163.4913	9,163.4913	0.2273		9,169.1746
<b>Total</b>	<b>5.3873</b>	<b>27.2111</b>	<b>40.3295</b>	<b>0.1558</b>	<b>11.0030</b>	<b>0.1250</b>	<b>11.1280</b>	<b>2.9540</b>	<b>0.1174</b>	<b>3.0713</b>		<b>15,928.5333</b>	<b>15,928.5333</b>	<b>0.5896</b>		<b>15,943.2724</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	12.4925	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>12.4925</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7484	24.9230	6.1677	0.0638	1.5703	0.0630	1.6333	0.4519	0.0602	0.5121		6,765.0420	6,765.0420	0.3622		6,774.0978
Worker	4.6389	2.2881	34.1619	0.0920	9.4327	0.0620	9.4947	2.5021	0.0571	2.5592		9,163.4913	9,163.4913	0.2273		9,169.1746
<b>Total</b>	<b>5.3873</b>	<b>27.2111</b>	<b>40.3295</b>	<b>0.1558</b>	<b>11.0030</b>	<b>0.1250</b>	<b>11.1280</b>	<b>2.9540</b>	<b>0.1174</b>	<b>3.0713</b>		<b>15,928.5333</b>	<b>15,928.5333</b>	<b>0.5896</b>		<b>15,943.2724</b>

**3.3 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5914	21.1408	5.4712	0.0626	1.5701	0.0297	1.5998	0.4518	0.0284	0.4802		6,639.8095	6,639.8095	0.3253		6,647.9429
Worker	4.3359	2.0596	31.4444	0.0885	9.4327	0.0605	9.4932	2.5021	0.0557	2.5578		8,818.9819	8,818.9819	0.2038		8,824.0764
<b>Total</b>	<b>4.9273</b>	<b>23.2004</b>	<b>36.9155</b>	<b>0.1511</b>	<b>11.0028</b>	<b>0.0902</b>	<b>11.0930</b>	<b>2.9539</b>	<b>0.0841</b>	<b>3.0380</b>		<b>15,458.7914</b>	<b>15,458.7914</b>	<b>0.5291</b>		<b>15,472.0193</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	11.5079	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>11.5079</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5914	21.1408	5.4712	0.0626	1.5701	0.0297	1.5998	0.4518	0.0284	0.4802		6,639.8095	6,639.8095	0.3253		6,647.9429
Worker	4.3359	2.0596	31.4444	0.0885	9.4327	0.0605	9.4932	2.5021	0.0557	2.5578		8,818.9819	8,818.9819	0.2038		8,824.0764
<b>Total</b>	<b>4.9273</b>	<b>23.2004</b>	<b>36.9155</b>	<b>0.1511</b>	<b>11.0028</b>	<b>0.0902</b>	<b>11.0930</b>	<b>2.9539</b>	<b>0.0841</b>	<b>3.0380</b>		<b>15,458.7914</b>	<b>15,458.7914</b>	<b>0.5291</b>		<b>15,472.0193</b>

**3.3 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5635	20.7446	5.1139	0.0622	1.5700	0.0283	1.5983	0.4517	0.0270	0.4788		6,600.9901	6,600.9901	0.3214		6,609.0238
Worker	4.0716	1.8622	29.1698	0.0851	9.4327	0.0592	9.4918	2.5021	0.0545	2.5566		8,475.7103	8,475.7103	0.1838		8,480.3060
<b>Total</b>	<b>4.6351</b>	<b>22.6068</b>	<b>34.2836</b>	<b>0.1473</b>	<b>11.0027</b>	<b>0.0874</b>	<b>11.0901</b>	<b>2.9538</b>	<b>0.0815</b>	<b>3.0353</b>		<b>15,076.7003</b>	<b>15,076.7003</b>	<b>0.5052</b>		<b>15,089.3298</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	10.7550	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>10.7550</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5635	20.7446	5.1139	0.0622	1.5700	0.0283	1.5983	0.4517	0.0270	0.4788		6,600.9901	6,600.9901	0.3214		6,609.0238
Worker	4.0716	1.8622	29.1698	0.0851	9.4327	0.0592	9.4918	2.5021	0.0545	2.5566		8,475.7103	8,475.7103	0.1838		8,480.3060
<b>Total</b>	<b>4.6351</b>	<b>22.6068</b>	<b>34.2836</b>	<b>0.1473</b>	<b>11.0027</b>	<b>0.0874</b>	<b>11.0901</b>	<b>2.9538</b>	<b>0.0815</b>	<b>3.0353</b>		<b>15,076.7003</b>	<b>15,076.7003</b>	<b>0.5052</b>		<b>15,089.3298</b>

**3.3 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5405	20.3663	4.8422	0.0618	1.5699	0.0269	1.5967	0.4517	0.0257	0.4774		6,563.4138	6,563.4138	0.3176		6,571.3530
Worker	3.8411	1.6914	27.0559	0.0816	9.4327	0.0581	9.4907	2.5021	0.0535	2.5556		8,135.9271	8,135.9271	0.1667		8,140.0936
<b>Total</b>	<b>4.3815</b>	<b>22.0577</b>	<b>31.8981</b>	<b>0.1434</b>	<b>11.0025</b>	<b>0.0849</b>	<b>11.0875</b>	<b>2.9538</b>	<b>0.0792</b>	<b>3.0329</b>		<b>14,699.3408</b>	<b>14,699.3408</b>	<b>0.4842</b>		<b>14,711.4466</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	9.9758	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>9.9758</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5405	20.3663	4.8422	0.0618	1.5699	0.0269	1.5967	0.4517	0.0257	0.4774		6,563.4138	6,563.4138	0.3176		6,571.3530
Worker	3.8411	1.6914	27.0559	0.0816	9.4327	0.0581	9.4907	2.5021	0.0535	2.5556		8,135.9271	8,135.9271	0.1667		8,140.0936
<b>Total</b>	<b>4.3815</b>	<b>22.0577</b>	<b>31.8981</b>	<b>0.1434</b>	<b>11.0025</b>	<b>0.0849</b>	<b>11.0875</b>	<b>2.9538</b>	<b>0.0792</b>	<b>3.0329</b>		<b>14,699.3408</b>	<b>14,699.3408</b>	<b>0.4842</b>		<b>14,711.4466</b>

**3.3 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5201	20.0064	4.6218	0.0614	1.5697	0.0255	1.5952	0.4516	0.0243	0.4760		6,527.683 2	6,527.683 2	0.3141		6,535.536 7
Worker	3.6359	1.5455	25.2194	0.0786	9.4327	0.0564	9.4890	2.5021	0.0519	2.5540		7,833.506 6	7,833.506 6	0.1518		7,837.301 3
<b>Total</b>	<b>4.1560</b>	<b>21.5519</b>	<b>29.8412</b>	<b>0.1400</b>	<b>11.0024</b>	<b>0.0818</b>	<b>11.0842</b>	<b>2.9537</b>	<b>0.0762</b>	<b>3.0300</b>		<b>14,361.18 98</b>	<b>14,361.18 98</b>	<b>0.4659</b>		<b>14,372.83 80</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	9.9758	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>9.9758</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5201	20.0064	4.6218	0.0614	1.5697	0.0255	1.5952	0.4516	0.0243	0.4760		6,527.683 2	6,527.683 2	0.3141		6,535.536 7
Worker	3.6359	1.5455	25.2194	0.0786	9.4327	0.0564	9.4890	2.5021	0.0519	2.5540		7,833.506 6	7,833.506 6	0.1518		7,837.301 3
<b>Total</b>	<b>4.1560</b>	<b>21.5519</b>	<b>29.8412</b>	<b>0.1400</b>	<b>11.0024</b>	<b>0.0818</b>	<b>11.0842</b>	<b>2.9537</b>	<b>0.0762</b>	<b>3.0300</b>		<b>14,361.18 98</b>	<b>14,361.18 98</b>	<b>0.4659</b>		<b>14,372.83 80</b>

**3.3 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5022	19.6756	4.4303	0.0611	1.5696	0.0243	1.5939	0.4516	0.0232	0.4748		6,494.0957	6,494.0957	0.3108		6,501.8656
Worker	3.4357	1.4146	23.5626	0.0759	9.4327	0.0536	9.4863	2.5021	0.0493	2.5514		7,563.1461	7,563.1461	0.1384		7,566.6052
<b>Total</b>	<b>3.9380</b>	<b>21.0902</b>	<b>27.9929</b>	<b>0.1370</b>	<b>11.0023</b>	<b>0.0779</b>	<b>11.0802</b>	<b>2.9537</b>	<b>0.0725</b>	<b>3.0262</b>		<b>14,057.2418</b>	<b>14,057.2418</b>	<b>0.4492</b>		<b>14,068.4709</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	9.9758	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>9.9758</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.3 Building Construction - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5022	19.6756	4.4303	0.0611	1.5696	0.0243	1.5939	0.4516	0.0232	0.4748		6,494.0957	6,494.0957	0.3108		6,501.8656
Worker	3.4357	1.4146	23.5626	0.0759	9.4327	0.0536	9.4863	2.5021	0.0493	2.5514		7,563.1461	7,563.1461	0.1384		7,566.6052
<b>Total</b>	<b>3.9380</b>	<b>21.0902</b>	<b>27.9929</b>	<b>0.1370</b>	<b>11.0023</b>	<b>0.0779</b>	<b>11.0802</b>	<b>2.9537</b>	<b>0.0725</b>	<b>3.0262</b>		<b>14,057.2418</b>	<b>14,057.2418</b>	<b>0.4492</b>		<b>14,068.4709</b>

**3.4 Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9449</b>	<b>20.7178</b>	<b>15.0320</b>	<b>0.0228</b>		<b>1.1592</b>	<b>1.1592</b>		<b>1.0665</b>	<b>1.0665</b>		<b>2,330.6461</b>	<b>2,330.6461</b>	<b>0.7141</b>		<b>2,348.4988</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0503	0.6861	1.3100e-003	0.1141	8.7000e-004	0.1150	0.0303	8.1000e-004	0.0311		130.5788	130.5788	4.9700e-003		130.7032
<b>Total</b>	<b>0.0865</b>	<b>0.0503</b>	<b>0.6861</b>	<b>1.3100e-003</b>	<b>0.1141</b>	<b>8.7000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>130.5788</b>	<b>130.5788</b>	<b>4.9700e-003</b>		<b>130.7032</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	16.5743	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9449</b>	<b>16.5743</b>	<b>15.0320</b>	<b>0.0228</b>		<b>1.1592</b>	<b>1.1592</b>		<b>1.0665</b>	<b>1.0665</b>	<b>0.0000</b>	<b>2,330.6461</b>	<b>2,330.6461</b>	<b>0.7141</b>		<b>2,348.4988</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0503	0.6861	1.3100e-003	0.1141	8.7000e-004	0.1150	0.0303	8.1000e-004	0.0311		130.5788	130.5788	4.9700e-003		130.7032
<b>Total</b>	<b>0.0865</b>	<b>0.0503</b>	<b>0.6861</b>	<b>1.3100e-003</b>	<b>0.1141</b>	<b>8.7000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>130.5788</b>	<b>130.5788</b>	<b>4.9700e-003</b>		<b>130.7032</b>

**3.4 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6437</b>	<b>17.5209</b>	<b>14.7964</b>	<b>0.0228</b>		<b>0.9561</b>	<b>0.9561</b>		<b>0.8797</b>	<b>0.8797</b>		<b>2,294.0887</b>	<b>2,294.0887</b>	<b>0.7142</b>		<b>2,311.9432</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0773	0.0439	0.6032	1.2800e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		127.1038	127.1038	4.3700e-003		127.2131
<b>Total</b>	<b>0.0773</b>	<b>0.0439</b>	<b>0.6032</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.4000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.7000e-004</b>	<b>0.0310</b>		<b>127.1038</b>	<b>127.1038</b>	<b>4.3700e-003</b>		<b>127.2131</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	14.0167	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6437</b>	<b>14.0167</b>	<b>14.7964</b>	<b>0.0228</b>		<b>0.9561</b>	<b>0.9561</b>		<b>0.8797</b>	<b>0.8797</b>	<b>0.0000</b>	<b>2,294.0887</b>	<b>2,294.0887</b>	<b>0.7142</b>		<b>2,311.9432</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0773	0.0439	0.6032	1.2800e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		127.1038	127.1038	4.3700e-003		127.2131
<b>Total</b>	<b>0.0773</b>	<b>0.0439</b>	<b>0.6032</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.4000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.7000e-004</b>	<b>0.0310</b>		<b>127.1038</b>	<b>127.1038</b>	<b>4.3700e-003</b>		<b>127.2131</b>

**3.4 Paving - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>15.2441</b>	<b>14.6648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>		<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2019**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	12.1952	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>12.1952</b>	<b>14.6648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>	<b>0.0000</b>	<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2019**

**Mitigated Construction Off-Site**

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

**3.4 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3566</b>	<b>14.0656</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>		<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0343	0.4898	1.2000e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		119.0269	119.0269	3.4100e-003		119.1122
<b>Total</b>	<b>0.0647</b>	<b>0.0343</b>	<b>0.4898</b>	<b>1.2000e-003</b>	<b>0.1141</b>	<b>7.9000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.3000e-004</b>	<b>0.0310</b>		<b>119.0269</b>	<b>119.0269</b>	<b>3.4100e-003</b>		<b>119.1122</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	11.2525	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3566</b>	<b>11.2525</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>	<b>0.0000</b>	<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0343	0.4898	1.2000e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		119.0269	119.0269	3.4100e-003		119.1122
<b>Total</b>	<b>0.0647</b>	<b>0.0343</b>	<b>0.4898</b>	<b>1.2000e-003</b>	<b>0.1141</b>	<b>7.9000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.3000e-004</b>	<b>0.0310</b>		<b>119.0269</b>	<b>119.0269</b>	<b>3.4100e-003</b>		<b>119.1122</b>

**3.4 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2556</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	10.3353	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2556</b>	<b>10.3353</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1028</b>	<b>11.1249</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>		<b>2,207.6603</b>	<b>2,207.6603</b>	<b>0.7140</b>		<b>2,225.5104</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0277	0.4133	1.1100e-003	0.1141	7.5000e-004	0.1149	0.0303	6.9000e-004	0.0310		110.8487	110.8487	2.7500e-003		110.9174
<b>Total</b>	<b>0.0561</b>	<b>0.0277</b>	<b>0.4133</b>	<b>1.1100e-003</b>	<b>0.1141</b>	<b>7.5000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>6.9000e-004</b>	<b>0.0310</b>		<b>110.8487</b>	<b>110.8487</b>	<b>2.7500e-003</b>		<b>110.9174</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	8.8999	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1028</b>	<b>8.8999</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>	<b>0.0000</b>	<b>2,207.6603</b>	<b>2,207.6603</b>	<b>0.7140</b>		<b>2,225.5104</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0277	0.4133	1.1100e-003	0.1141	7.5000e-004	0.1149	0.0303	6.9000e-004	0.0310		110.8487	110.8487	2.7500e-003		110.9174
<b>Total</b>	<b>0.0561</b>	<b>0.0277</b>	<b>0.4133</b>	<b>1.1100e-003</b>	<b>0.1141</b>	<b>7.5000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>6.9000e-004</b>	<b>0.0310</b>		<b>110.8487</b>	<b>110.8487</b>	<b>2.7500e-003</b>		<b>110.9174</b>

**3.4 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0249	0.3804	1.0700e-003	0.1141	7.3000e-004	0.1148	0.0303	6.7000e-004	0.0309		106.6812	106.6812	2.4700e-003		106.7429
<b>Total</b>	<b>0.0525</b>	<b>0.0249</b>	<b>0.3804</b>	<b>1.0700e-003</b>	<b>0.1141</b>	<b>7.3000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.7000e-004</b>	<b>0.0309</b>		<b>106.6812</b>	<b>106.6812</b>	<b>2.4700e-003</b>		<b>106.7429</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	8.1533	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>8.1533</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0249	0.3804	1.0700e-003	0.1141	7.3000e-004	0.1148	0.0303	6.7000e-004	0.0309		106.6812	106.6812	2.4700e-003		106.7429
<b>Total</b>	<b>0.0525</b>	<b>0.0249</b>	<b>0.3804</b>	<b>1.0700e-003</b>	<b>0.1141</b>	<b>7.3000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.7000e-004</b>	<b>0.0309</b>		<b>106.6812</b>	<b>106.6812</b>	<b>2.4700e-003</b>		<b>106.7429</b>

**3.4 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0225	0.3529	1.0300e-003	0.1141	7.2000e-004	0.1148	0.0303	6.6000e-004	0.0309		102.5288	102.5288	2.2200e-003		102.5844
<b>Total</b>	<b>0.0493</b>	<b>0.0225</b>	<b>0.3529</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>7.2000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.6000e-004</b>	<b>0.0309</b>		<b>102.5288</b>	<b>102.5288</b>	<b>2.2200e-003</b>		<b>102.5844</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	7.6197	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>7.6197</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0225	0.3529	1.0300e-003	0.1141	7.2000e-004	0.1148	0.0303	6.6000e-004	0.0309		102.5288	102.5288	2.2200e-003		102.5844
<b>Total</b>	<b>0.0493</b>	<b>0.0225</b>	<b>0.3529</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>7.2000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.6000e-004</b>	<b>0.0309</b>		<b>102.5288</b>	<b>102.5288</b>	<b>2.2200e-003</b>		<b>102.5844</b>

**3.4 Paving - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0205	0.3273	9.9000e-004	0.1141	7.0000e-004	0.1148	0.0303	6.5000e-004	0.0309		98.4185	98.4185	2.0200e-003		98.4689
<b>Total</b>	<b>0.0465</b>	<b>0.0205</b>	<b>0.3273</b>	<b>9.9000e-004</b>	<b>0.1141</b>	<b>7.0000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.5000e-004</b>	<b>0.0309</b>		<b>98.4185</b>	<b>98.4185</b>	<b>2.0200e-003</b>		<b>98.4689</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	6.8653	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>6.8653</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0205	0.3273	9.9000e-004	0.1141	7.0000e-004	0.1148	0.0303	6.5000e-004	0.0309		98.4185	98.4185	2.0200e-003		98.4689
<b>Total</b>	<b>0.0465</b>	<b>0.0205</b>	<b>0.3273</b>	<b>9.9000e-004</b>	<b>0.1141</b>	<b>7.0000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.5000e-004</b>	<b>0.0309</b>		<b>98.4185</b>	<b>98.4185</b>	<b>2.0200e-003</b>		<b>98.4689</b>

**3.4 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0187	0.3051	9.5000e-004	0.1141	6.8000e-004	0.1148	0.0303	6.3000e-004	0.0309		94.7602	94.7602	1.8400e-003		94.8061
<b>Total</b>	<b>0.0440</b>	<b>0.0187</b>	<b>0.3051</b>	<b>9.5000e-004</b>	<b>0.1141</b>	<b>6.8000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.3000e-004</b>	<b>0.0309</b>		<b>94.7602</b>	<b>94.7602</b>	<b>1.8400e-003</b>		<b>94.8061</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	6.8653	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>6.8653</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0187	0.3051	9.5000e-004	0.1141	6.8000e-004	0.1148	0.0303	6.3000e-004	0.0309		94.7602	94.7602	1.8400e-003		94.8061
<b>Total</b>	<b>0.0440</b>	<b>0.0187</b>	<b>0.3051</b>	<b>9.5000e-004</b>	<b>0.1141</b>	<b>6.8000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.3000e-004</b>	<b>0.0309</b>		<b>94.7602</b>	<b>94.7602</b>	<b>1.8400e-003</b>		<b>94.8061</b>

**3.4 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0171	0.2850	9.2000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		91.4897	91.4897	1.6700e-003		91.5315
<b>Total</b>	<b>0.0416</b>	<b>0.0171</b>	<b>0.2850</b>	<b>9.2000e-004</b>	<b>0.1141</b>	<b>6.5000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.0000e-004</b>	<b>0.0309</b>		<b>91.4897</b>	<b>91.4897</b>	<b>1.6700e-003</b>		<b>91.5315</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	6.8653	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>6.8653</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.7452</b>	<b>2,206.7452</b>	<b>0.7137</b>		<b>2,224.5878</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.4 Paving - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0171	0.2850	9.2000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		91.4897	91.4897	1.6700e-003		91.5315
<b>Total</b>	<b>0.0416</b>	<b>0.0171</b>	<b>0.2850</b>	<b>9.2000e-004</b>	<b>0.1141</b>	<b>6.5000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.0000e-004</b>	<b>0.0309</b>		<b>91.4897</b>	<b>91.4897</b>	<b>1.6700e-003</b>		<b>91.5315</b>

**3.5 Architectural Coating - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.1909
<b>Total</b>	<b>88.6121</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.1909</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.4308	0.8312	11.3438	0.0217	1.8865	0.0145	1.9010	0.5004	0.0134	0.5138		2,158.9036	2,158.9036	0.0822		2,160.9587
<b>Total</b>	<b>1.4308</b>	<b>0.8312</b>	<b>11.3438</b>	<b>0.0217</b>	<b>1.8865</b>	<b>0.0145</b>	<b>1.9010</b>	<b>0.5004</b>	<b>0.0134</b>	<b>0.5138</b>		<b>2,158.9036</b>	<b>2,158.9036</b>	<b>0.0822</b>		<b>2,160.9587</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	1.7480	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.1909
<b>Total</b>	<b>88.6121</b>	<b>1.7480</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.1909</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.4308	0.8312	11.3438	0.0217	1.8865	0.0145	1.9010	0.5004	0.0134	0.5138		2,158.9036	2,158.9036	0.0822		2,160.9587
<b>Total</b>	<b>1.4308</b>	<b>0.8312</b>	<b>11.3438</b>	<b>0.0217</b>	<b>1.8865</b>	<b>0.0145</b>	<b>1.9010</b>	<b>0.5004</b>	<b>0.0134</b>	<b>0.5138</b>		<b>2,158.9036</b>	<b>2,158.9036</b>	<b>0.0822</b>		<b>2,160.9587</b>

**3.5 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>88.5784</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.2781	0.7250	9.9720	0.0211	1.8865	0.0139	1.9004	0.5004	0.0128	0.5132		2,101.449 3	2,101.449 3	0.0723		2,103.256 3
<b>Total</b>	<b>1.2781</b>	<b>0.7250</b>	<b>9.9720</b>	<b>0.0211</b>	<b>1.8865</b>	<b>0.0139</b>	<b>1.9004</b>	<b>0.5004</b>	<b>0.0128</b>	<b>0.5132</b>		<b>2,101.449 3</b>	<b>2,101.449 3</b>	<b>0.0723</b>		<b>2,103.256 3</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	1.6046	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>88.5784</b>	<b>1.6046</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.2781	0.7250	9.9720	0.0211	1.8865	0.0139	1.9004	0.5004	0.0128	0.5132		2,101.449 3	2,101.449 3	0.0723		2,103.256 3
<b>Total</b>	<b>1.2781</b>	<b>0.7250</b>	<b>9.9720</b>	<b>0.0211</b>	<b>1.8865</b>	<b>0.0139</b>	<b>1.9004</b>	<b>0.5004</b>	<b>0.0128</b>	<b>0.5132</b>		<b>2,101.449 3</b>	<b>2,101.449 3</b>	<b>0.0723</b>		<b>2,103.256 3</b>

**3.5 Architectural Coating - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>88.5462</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.1621	0.6383	8.9544	0.0204	1.8865	0.0134	1.9000	0.5004	0.0124	0.5128		2,030.2315	2,030.2315	0.0639		2,031.8287
<b>Total</b>	<b>1.1621</b>	<b>0.6383</b>	<b>8.9544</b>	<b>0.0204</b>	<b>1.8865</b>	<b>0.0134</b>	<b>1.9000</b>	<b>0.5004</b>	<b>0.0124</b>	<b>0.5128</b>		<b>2,030.2315</b>	<b>2,030.2315</b>	<b>0.0639</b>		<b>2,031.8287</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.4683	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>88.5462</b>	<b>1.4683</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.1621	0.6383	8.9544	0.0204	1.8865	0.0134	1.9000	0.5004	0.0124	0.5128		2,030.2315	2,030.2315	0.0639		2,031.8287
<b>Total</b>	<b>1.1621</b>	<b>0.6383</b>	<b>8.9544</b>	<b>0.0204</b>	<b>1.8865</b>	<b>0.0134</b>	<b>1.9000</b>	<b>0.5004</b>	<b>0.0124</b>	<b>0.5128</b>		<b>2,030.2315</b>	<b>2,030.2315</b>	<b>0.0639</b>		<b>2,031.8287</b>

**3.5 Architectural Coating - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>88.5219</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0694	0.5675	8.0972	0.0198	1.8865	0.0131	1.8997	0.5004	0.0121	0.5125		1,967.912 1	1,967.912 1	0.0564		1,969.321 6
<b>Total</b>	<b>1.0694</b>	<b>0.5675</b>	<b>8.0972</b>	<b>0.0198</b>	<b>1.8865</b>	<b>0.0131</b>	<b>1.8997</b>	<b>0.5004</b>	<b>0.0121</b>	<b>0.5125</b>		<b>1,967.912 1</b>	<b>1,967.912 1</b>	<b>0.0564</b>		<b>1,969.321 6</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.3471	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>88.5219</b>	<b>1.3471</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0694	0.5675	8.0972	0.0198	1.8865	0.0131	1.8997	0.5004	0.0121	0.5125		1,967.912 1	1,967.912 1	0.0564		1,969.321 6
<b>Total</b>	<b>1.0694</b>	<b>0.5675</b>	<b>8.0972</b>	<b>0.0198</b>	<b>1.8865</b>	<b>0.0131</b>	<b>1.8997</b>	<b>0.5004</b>	<b>0.0121</b>	<b>0.5125</b>		<b>1,967.912 1</b>	<b>1,967.912 1</b>	<b>0.0564</b>		<b>1,969.321 6</b>

**3.5 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>88.4987</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9940	0.5088	7.4190	0.0191	1.8865	0.0127	1.8993	0.5004	0.0117	0.5122		1,900.868 0	1,900.868 0	0.0506		1,902.132 5
<b>Total</b>	<b>0.9940</b>	<b>0.5088</b>	<b>7.4190</b>	<b>0.0191</b>	<b>1.8865</b>	<b>0.0127</b>	<b>1.8993</b>	<b>0.5004</b>	<b>0.0117</b>	<b>0.5122</b>		<b>1,900.868 0</b>	<b>1,900.868 0</b>	<b>0.0506</b>		<b>1,902.132 5</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.2215	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>88.4987</b>	<b>1.2215</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9940	0.5088	7.4190	0.0191	1.8865	0.0127	1.8993	0.5004	0.0117	0.5122		1,900.868 0	1,900.868 0	0.0506		1,902.132 5
<b>Total</b>	<b>0.9940</b>	<b>0.5088</b>	<b>7.4190</b>	<b>0.0191</b>	<b>1.8865</b>	<b>0.0127</b>	<b>1.8993</b>	<b>0.5004</b>	<b>0.0117</b>	<b>0.5122</b>		<b>1,900.868 0</b>	<b>1,900.868 0</b>	<b>0.0506</b>		<b>1,902.132 5</b>

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>88.4843</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9278	0.4576	6.8324	0.0184	1.8865	0.0124	1.8989	0.5004	0.0114	0.5119		1,832.698 3	1,832.698 3	0.0455		1,833.834 9
<b>Total</b>	<b>0.9278</b>	<b>0.4576</b>	<b>6.8324</b>	<b>0.0184</b>	<b>1.8865</b>	<b>0.0124</b>	<b>1.8989</b>	<b>0.5004</b>	<b>0.0114</b>	<b>0.5119</b>		<b>1,832.698 3</b>	<b>1,832.698 3</b>	<b>0.0455</b>		<b>1,833.834 9</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.1268	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>88.4843</b>	<b>1.1268</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9278	0.4576	6.8324	0.0184	1.8865	0.0124	1.8989	0.5004	0.0114	0.5119		1,832.698 3	1,832.698 3	0.0455		1,833.834 9
<b>Total</b>	<b>0.9278</b>	<b>0.4576</b>	<b>6.8324</b>	<b>0.0184</b>	<b>1.8865</b>	<b>0.0124</b>	<b>1.8989</b>	<b>0.5004</b>	<b>0.0114</b>	<b>0.5119</b>		<b>1,832.698 3</b>	<b>1,832.698 3</b>	<b>0.0455</b>		<b>1,833.834 9</b>

**3.5 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>88.4714</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8672	0.4119	6.2889	0.0177	1.8865	0.0121	1.8986	0.5004	0.0112	0.5116		1,763.796 4	1,763.796 4	0.0408		1,764.815 3
<b>Total</b>	<b>0.8672</b>	<b>0.4119</b>	<b>6.2889</b>	<b>0.0177</b>	<b>1.8865</b>	<b>0.0121</b>	<b>1.8986</b>	<b>0.5004</b>	<b>0.0112</b>	<b>0.5116</b>		<b>1,763.796 4</b>	<b>1,763.796 4</b>	<b>0.0408</b>		<b>1,764.815 3</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.0424	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>88.4714</b>	<b>1.0424</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8672	0.4119	6.2889	0.0177	1.8865	0.0121	1.8986	0.5004	0.0112	0.5116		1,763.796 4	1,763.796 4	0.0408		1,764.815 3
<b>Total</b>	<b>0.8672</b>	<b>0.4119</b>	<b>6.2889</b>	<b>0.0177</b>	<b>1.8865</b>	<b>0.0121</b>	<b>1.8986</b>	<b>0.5004</b>	<b>0.0112</b>	<b>0.5116</b>		<b>1,763.796 4</b>	<b>1,763.796 4</b>	<b>0.0408</b>		<b>1,764.815 3</b>

**3.5 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>88.4605</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8143	0.3724	5.8340	0.0170	1.8865	0.0118	1.8984	0.5004	0.0109	0.5113		1,695.142 1	1,695.142 1	0.0368		1,696.061 2
<b>Total</b>	<b>0.8143</b>	<b>0.3724</b>	<b>5.8340</b>	<b>0.0170</b>	<b>1.8865</b>	<b>0.0118</b>	<b>1.8984</b>	<b>0.5004</b>	<b>0.0109</b>	<b>0.5113</b>		<b>1,695.142 1</b>	<b>1,695.142 1</b>	<b>0.0368</b>		<b>1,696.061 2</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	0.9750	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>88.4605</b>	<b>0.9750</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8143	0.3724	5.8340	0.0170	1.8865	0.0118	1.8984	0.5004	0.0109	0.5113		1,695.142 1	1,695.142 1	0.0368		1,696.061 2
<b>Total</b>	<b>0.8143</b>	<b>0.3724</b>	<b>5.8340</b>	<b>0.0170</b>	<b>1.8865</b>	<b>0.0118</b>	<b>1.8984</b>	<b>0.5004</b>	<b>0.0109</b>	<b>0.5113</b>		<b>1,695.142 1</b>	<b>1,695.142 1</b>	<b>0.0368</b>		<b>1,696.061 2</b>

**3.5 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7682	0.3383	5.4112	0.0163	1.8865	0.0116	1.8982	0.5004	0.0107	0.5111		1,627.185 4	1,627.185 4	0.0333		1,628.018 7
<b>Total</b>	<b>0.7682</b>	<b>0.3383</b>	<b>5.4112</b>	<b>0.0163</b>	<b>1.8865</b>	<b>0.0116</b>	<b>1.8982</b>	<b>0.5004</b>	<b>0.0107</b>	<b>0.5111</b>		<b>1,627.185 4</b>	<b>1,627.185 4</b>	<b>0.0333</b>		<b>1,628.018 7</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	0.9164	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>0.9164</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7682	0.3383	5.4112	0.0163	1.8865	0.0116	1.8982	0.5004	0.0107	0.5111		1,627.185 4	1,627.185 4	0.0333		1,628.018 7
<b>Total</b>	<b>0.7682</b>	<b>0.3383</b>	<b>5.4112</b>	<b>0.0163</b>	<b>1.8865</b>	<b>0.0116</b>	<b>1.8982</b>	<b>0.5004</b>	<b>0.0107</b>	<b>0.5111</b>		<b>1,627.185 4</b>	<b>1,627.185 4</b>	<b>0.0333</b>		<b>1,628.018 7</b>

**3.5 Architectural Coating - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7272	0.3091	5.0439	0.0157	1.8865	0.0113	1.8978	0.5004	0.0104	0.5108		1,566.701 3	1,566.701 3	0.0304		1,567.460 3
<b>Total</b>	<b>0.7272</b>	<b>0.3091</b>	<b>5.0439</b>	<b>0.0157</b>	<b>1.8865</b>	<b>0.0113</b>	<b>1.8978</b>	<b>0.5004</b>	<b>0.0104</b>	<b>0.5108</b>		<b>1,566.701 3</b>	<b>1,566.701 3</b>	<b>0.0304</b>		<b>1,567.460 3</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	0.9164	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>0.9164</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7272	0.3091	5.0439	0.0157	1.8865	0.0113	1.8978	0.5004	0.0104	0.5108		1,566.701 3	1,566.701 3	0.0304		1,567.460 3
<b>Total</b>	<b>0.7272</b>	<b>0.3091</b>	<b>5.0439</b>	<b>0.0157</b>	<b>1.8865</b>	<b>0.0113</b>	<b>1.8978</b>	<b>0.5004</b>	<b>0.0104</b>	<b>0.5108</b>		<b>1,566.701 3</b>	<b>1,566.701 3</b>	<b>0.0304</b>		<b>1,567.460 3</b>

**3.5 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6872	0.2829	4.7125	0.0152	1.8865	0.0107	1.8973	0.5004	9.8700e-003	0.5103		1,512.629 2	1,512.629 2	0.0277		1,513.321 1
<b>Total</b>	<b>0.6872</b>	<b>0.2829</b>	<b>4.7125</b>	<b>0.0152</b>	<b>1.8865</b>	<b>0.0107</b>	<b>1.8973</b>	<b>0.5004</b>	<b>9.8700e-003</b>	<b>0.5103</b>		<b>1,512.629 2</b>	<b>1,512.629 2</b>	<b>0.0277</b>		<b>1,513.321 1</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	0.9164	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>0.9164</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**3.5 Architectural Coating - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.6872	0.2829	4.7125	0.0152	1.8865	0.0107	1.8973	0.5004	9.8700e-003	0.5103		1,512.6292	1,512.6292	0.0277			1,513.3211
<b>Total</b>	<b>0.6872</b>	<b>0.2829</b>	<b>4.7125</b>	<b>0.0152</b>	<b>1.8865</b>	<b>0.0107</b>	<b>1.8973</b>	<b>0.5004</b>	<b>9.8700e-003</b>	<b>0.5103</b>		<b>1,512.6292</b>	<b>1,512.6292</b>	<b>0.0277</b>			<b>1,513.3211</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	64.8207	259.6027	785.4333	3.5911	412.6232	1.6652	414.2884	110.1641	1.5478	111.7118		365,804.3185	365,804.3185	11.9864		366,103.9775
Unmitigated	64.8207	259.6027	785.4333	3.5911	412.6232	1.6652	414.2884	110.1641	1.5478	111.7118		365,804.3185	365,804.3185	11.9864		366,103.9775

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	15,277.14	14,607.09	13401.00	78,626,449	78,626,449
General Office Building	6,600.48	1,474.57	631.96	21,277,272	21,277,272
Government Office Building	5,129.92	0.00	0.00	10,804,446	10,804,446
High Turnover (Sit Down Restaurant)	6,079.45	7,572.01	6303.48	11,444,843	11,444,843
Medical Office Building	3,972.23	985.01	167.39	10,264,751	10,264,751
Strip Mall	17,434.04	16,535.86	8037.62	40,247,497	40,247,497
Total	54,493.26	41,174.54	28,541.45	172,665,257	172,665,257

4.3 Trip Type Information

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

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 Mid Rise	20.55	10.28	13.36	46.50	12.50	41.00	86	11	3
General Office Building	20.55	10.28	13.36	33.00	48.00	19.00	77	19	4
Government Office Building	20.55	10.28	13.36	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down)	20.55	10.28	13.36	8.50	72.50	19.00	37	20	43
Medical Office Building	20.55	10.28	13.36	29.60	51.40	19.00	60	30	10
Strip Mall	20.55	10.28	13.36	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Government Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Medical Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
High Turnover (Sit Down Restaurant)	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Apartments Mid Rise	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Strip Mall	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	8.7261	76.5474	46.2426	0.4760		6.0290	6.0290		6.0290	6.0290		95,193.8892	95,193.8892	1.8246	1.7452	95,759.5789
NaturalGas Unmitigated	8.7261	76.5474	46.2426	0.4760		6.0290	6.0290		6.0290	6.0290		95,193.8892	95,193.8892	1.8246	1.7452	95,759.5789

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**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 Mid Rise	472750	5.0983	43.5671	18.5392	0.2781		3.5225	3.5225		3.5225	3.5225		55,617.6271	55,617.6271	1.0660	1.0197	55,948.1349
General Office Building	126584	1.3651	12.4102	10.4246	0.0745		0.9432	0.9432		0.9432	0.9432		14,892.2929	14,892.2929	0.2854	0.2730	14,980.7904
Government Office Building	15714.4	0.1695	1.5406	1.2941	9.2400e-003		0.1171	0.1171		0.1171	0.1171		1,848.7499	1,848.7499	0.0354	0.0339	1,859.7361
High Turnover (Sit Down Restaurant)	136563	1.4727	13.3885	11.2463	0.0803		1.0175	1.0175		1.0175	1.0175		16,066.1853	16,066.1853	0.3079	0.2946	16,161.6586
Medical Office Building	23212	0.2503	2.2757	1.9116	0.0137		0.1730	0.1730		0.1730	0.1730		2,730.8198	2,730.8198	0.0523	0.0501	2,747.0477
Strip Mall	34324.8	0.3702	3.3652	2.8268	0.0202		0.2558	0.2558		0.2558	0.2558		4,038.2141	4,038.2141	0.0774	0.0740	4,062.2112
<b>Total</b>		<b>8.7261</b>	<b>76.5474</b>	<b>46.2426</b>	<b>0.4760</b>		<b>6.0290</b>	<b>6.0290</b>		<b>6.0290</b>	<b>6.0290</b>		<b>95,193.8892</b>	<b>95,193.8892</b>	<b>1.8246</b>	<b>1.7452</b>	<b>95,759.5789</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas 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 Mid Rise	472.75	5.0983	43.5671	18.5392	0.2781		3.5225	3.5225		3.5225	3.5225		55,617.6271	55,617.6271	1.0660	1.0197	55,948.1349
General Office Building	126.584	1.3651	12.4102	10.4246	0.0745		0.9432	0.9432		0.9432	0.9432		14,892.2929	14,892.2929	0.2854	0.2730	14,980.7904
Government Office Building	15.7144	0.1695	1.5406	1.2941	9.2400e-003		0.1171	0.1171		0.1171	0.1171		1,848.7499	1,848.7499	0.0354	0.0339	1,859.7361
High Turnover (Sit Down Restaurant)	136.563	1.4727	13.3885	11.2463	0.0803		1.0175	1.0175		1.0175	1.0175		16,066.1853	16,066.1853	0.3079	0.2946	16,161.6586
Medical Office Building	23.212	0.2503	2.2757	1.9116	0.0137		0.1730	0.1730		0.1730	0.1730		2,730.8198	2,730.8198	0.0523	0.0501	2,747.0477
Strip Mall	34.3248	0.3702	3.3652	2.8268	0.0202		0.2558	0.2558		0.2558	0.2558		4,038.2141	4,038.2141	0.0774	0.0740	4,062.2112
<b>Total</b>		<b>8.7261</b>	<b>76.5474</b>	<b>46.2426</b>	<b>0.4760</b>		<b>6.0290</b>	<b>6.0290</b>		<b>6.0290</b>	<b>6.0290</b>		<b>95,193.8892</b>	<b>95,193.8892</b>	<b>1.8246</b>	<b>1.7452</b>	<b>95,759.5789</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	537.4701	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Unmitigated	537.4701	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974

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	64.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	440.2967					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	33.0074	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337		1,992.3193	1,992.3193	1.8991		2,039.7974
<b>Total</b>	<b>537.4701</b>	<b>12.7171</b>	<b>1,102.4416</b>	<b>0.0584</b>		<b>6.1337</b>	<b>6.1337</b>		<b>6.1337</b>	<b>6.1337</b>	<b>0.0000</b>	<b>1,992.3193</b>	<b>1,992.3193</b>	<b>1.8991</b>	<b>0.0000</b>	<b>2,039.7974</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**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	64.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	440.2967					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	33.0074	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337		1,992.3193	1,992.3193	1.8991		2,039.7974
<b>Total</b>	<b>537.4701</b>	<b>12.7171</b>	<b>1,102.4416</b>	<b>0.0584</b>		<b>6.1337</b>	<b>6.1337</b>		<b>6.1337</b>	<b>6.1337</b>	<b>0.0000</b>	<b>1,992.3193</b>	<b>1,992.3193</b>	<b>1.8991</b>	<b>0.0000</b>	<b>2,039.7974</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

---

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

**10.0 Stationary Equipment**

---

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Summer

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**Sacramento Downtown Specific Plan - Adjusted**  
**Sacramento County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,510.89	1000sqft	80.60	3,510,892.00	0
Government Office Building	435.85	1000sqft	10.01	435,847.00	0
Medical Office Building	643.80	1000sqft	14.78	643,797.00	0
High Turnover (Sit Down Restaurant)	280.03	1000sqft	6.43	280,030.00	0
Apartments Mid Rise	13,401.00	Dwelling Unit	352.66	13,401,000.00	35781
Strip Mall	2,303.04	1000sqft	52.87	2,303,044.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2035
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

Project Characteristics -

Land Use - Strip mall land use type represents the combined proposed retail and service uses.

Construction Phase - Assumed construction would begin in late 2017 and occur for 10 years.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Adjusted work and vendor trips assuming building construction would occur consistently throughout the 10 year construction period. Assumed 20 percent of building construction trips is architectural coating worker trips.

Grading -

Vehicle Trips - Adjusted trip rates and lengths to match VMT provided by DKS Associates

Construction Off-road Equipment Mitigation - SMAQMD Enhanced Fugitive PM Dust Control Practices

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	74
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	74
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	NumDays	9,300.00	2,653.00
tblConstructionPhase	NumDays	930.00	2,653.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	PhaseEndDate	7/4/2058	12/31/2027
tblConstructionPhase	PhaseEndDate	3/3/2038	12/31/2027
tblConstructionPhase	PhaseEndDate	5/4/2048	12/31/2027
tblConstructionPhase	PhaseStartDate	5/5/2048	11/1/2017
tblConstructionPhase	PhaseStartDate	1/1/2028	11/1/2017
tblConstructionPhase	PhaseStartDate	3/4/2038	11/1/2017
tblLandUse	BuildingSpaceSquareFeet	3,510,890.00	3,510,892.00

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

tblLandUse	BuildingSpaceSquareFeet	2,303,040.00	2,303,044.00
tblLandUse	LandUseSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	LandUseSquareFeet	2,303,040.00	2,303,044.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblTripsAndVMT	VendorTripNumber	2,608.00	261.00
tblTripsAndVMT	WorkerTripNumber	11,972.00	1,240.00
tblTripsAndVMT	WorkerTripNumber	2,394.00	248.00
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CC_TL	5.00	10.28
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CNW_TL	6.50	13.36
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	CW_TL	10.00	20.55
tblVehicleTrips	HO_TL	6.50	13.36
tblVehicleTrips	HS_TL	5.00	10.28
tblVehicleTrips	HW_TL	10.00	20.55
tblVehicleTrips	ST_TR	6.39	1.09
tblVehicleTrips	ST_TR	2.46	0.42

## Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

tblVehicleTrips	ST_TR	158.37	27.04
tblVehicleTrips	ST_TR	8.96	1.53
tblVehicleTrips	ST_TR	42.04	7.18
tblVehicleTrips	SU_TR	5.86	1.00
tblVehicleTrips	SU_TR	1.05	0.18
tblVehicleTrips	SU_TR	131.84	22.51
tblVehicleTrips	SU_TR	1.55	0.26
tblVehicleTrips	SU_TR	20.43	3.49
tblVehicleTrips	WD_TR	6.65	1.14
tblVehicleTrips	WD_TR	11.03	1.88
tblVehicleTrips	WD_TR	68.93	11.77
tblVehicleTrips	WD_TR	127.15	21.71
tblVehicleTrips	WD_TR	36.13	6.17
tblVehicleTrips	WD_TR	44.32	7.57

## 2.0 Emissions Summary

---



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.3372	3.4184	3.1605	6.4700e-003	11.7785	0.1420	11.9205	4.8442	0.1320	4.9762	0.0000	595.2692	595.2692	0.0832	0.0000	597.3484
2018	13.8581	18.4317	17.3231	0.0388	13.1641	0.7298	13.8939	5.2166	0.6782	5.8948	0.0000	3,552.4068	3,552.4068	0.4937	0.0000	3,564.7498
2019	13.6386	16.8375	16.1250	0.0382	13.1641	0.6442	13.8083	5.2166	0.5985	5.8151	0.0000	3,479.5480	3,479.5480	0.4844	0.0000	3,491.6586
2020	13.5083	15.4904	15.1451	0.0378	13.1704	0.5747	13.7451	5.2183	0.5336	5.7518	0.0000	3,420.2783	3,420.2783	0.4769	0.0000	3,432.2012
2021	13.3033	14.1493	14.3038	0.0371	13.1640	0.5047	13.6688	5.2165	0.4682	5.6848	0.0000	3,356.5939	3,356.5939	0.4682	0.0000	3,368.2995
2022	13.0791	12.4075	13.4940	0.0364	13.1576	0.4205	13.5781	5.2148	0.3902	5.6050	0.0000	3,292.8407	3,292.8407	0.4614	0.0000	3,304.3758
2023	12.9498	10.9992	12.8755	0.0358	13.1576	0.3654	13.5230	5.2148	0.3389	5.5537	0.0000	3,233.2969	3,233.2969	0.4532	0.0000	3,244.6258
2024	12.9756	10.4932	12.5620	0.0355	13.1703	0.3380	13.5083	5.2182	0.3134	5.5316	0.0000	3,208.2459	3,208.2459	0.4530	0.0000	3,219.5698
2025	12.8257	9.5337	11.9878	0.0348	13.1639	0.2907	13.4546	5.2165	0.2695	5.4860	0.0000	3,146.8491	3,146.8491	0.4480	0.0000	3,158.0487
2026	12.7952	9.4595	11.7049	0.0343	13.1639	0.2902	13.4542	5.2165	0.2691	5.4856	0.0000	3,102.9617	3,102.9617	0.4456	0.0000	3,114.1024
2027	12.7656	9.3919	11.4505	0.0339	13.1639	0.2896	13.4535	5.2165	0.2685	5.4850	0.0000	3,063.4869	3,063.4869	0.4435	0.0000	3,074.5736
<b>Maximum</b>	<b>13.8581</b>	<b>18.4317</b>	<b>17.3231</b>	<b>0.0388</b>	<b>13.1704</b>	<b>0.7298</b>	<b>13.8939</b>	<b>5.2183</b>	<b>0.6782</b>	<b>5.8948</b>	<b>0.0000</b>	<b>3,552.4068</b>	<b>3,552.4068</b>	<b>0.4937</b>	<b>0.0000</b>	<b>3,564.7498</b>



## Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-1-2017	1-31-2018	8.6136	7.8753
2	2-1-2018	4-30-2018	7.8859	7.2347
3	5-1-2018	7-31-2018	8.1211	7.4479
4	8-1-2018	10-31-2018	8.1367	7.4635
5	11-1-2018	1-31-2019	8.0117	7.3601
6	2-1-2019	4-30-2019	7.4416	6.8525
7	5-1-2019	7-31-2019	7.6667	7.0576
8	8-1-2019	10-31-2019	7.6798	7.0708
9	11-1-2019	1-31-2020	7.5694	6.9770
10	2-1-2020	4-30-2020	7.1325	6.5852
11	5-1-2020	7-31-2020	7.2705	6.7111
12	8-1-2020	10-31-2020	7.2809	6.7214
13	11-1-2020	1-31-2021	7.1783	6.6340
14	2-1-2021	4-30-2021	6.7023	6.2047
15	5-1-2021	7-31-2021	6.9123	6.3979
16	8-1-2021	10-31-2021	6.9204	6.4060
17	11-1-2021	1-31-2022	6.7770	6.2876
18	2-1-2022	4-30-2022	6.2461	5.8202
19	5-1-2022	7-31-2022	6.4430	6.0027
20	8-1-2022	10-31-2022	6.4499	6.0097
21	11-1-2022	1-31-2023	6.3319	5.9063
22	2-1-2023	4-30-2023	5.8700	5.4860
23	5-1-2023	7-31-2023	6.0582	5.6614
24	8-1-2023	10-31-2023	6.0631	5.6662
25	11-1-2023	1-31-2024	6.0161	5.6277
26	2-1-2024	4-30-2024	5.7719	5.4083

## Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

27	5-1-2024	7-31-2024	5.8912	5.5195
28	8-1-2024	10-31-2024	5.8957	5.5240
29	11-1-2024	1-31-2025	5.8177	5.4602
30	2-1-2025	4-30-2025	5.4584	5.1397
31	5-1-2025	7-31-2025	5.6342	5.3047
32	8-1-2025	10-31-2025	5.6384	5.3089
33	11-1-2025	1-31-2026	5.6373	5.3079
34	2-1-2026	4-30-2026	5.4322	5.1134
35	5-1-2026	7-31-2026	5.6075	5.2781
36	8-1-2026	10-31-2026	5.6115	5.2820
37	11-1-2026	1-31-2027	5.6106	5.2811
38	2-1-2027	4-30-2027	5.4077	5.0890
39	5-1-2027	7-31-2027	5.5827	5.2532
40	8-1-2027	9-30-2027	3.7016	3.4831
		Highest	8.6136	7.8753

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**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	96.1904	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Energy	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	60,769.4677	60,769.4677	2.5132	0.7464	61,054.7314
Mobile	8.3170	42.8345	109.8344	0.5366	64.2591	0.2681	64.5272	17.2050	0.2492	17.4542	0.0000	49,655.5131	49,655.5131	1.7213	0.0000	49,698.5455
Waste						0.0000	0.0000		0.0000	0.0000	4,575.1159	0.0000	4,575.1159	270.3816	0.0000	11,334.6559
Water						0.0000	0.0000		0.0000	0.0000	679.3321	3,603.1829	4,282.5150	2.5152	1.5140	4,796.5517
<b>Total</b>	<b>106.0999</b>	<b>58.3941</b>	<b>256.0789</b>	<b>0.6307</b>	<b>64.2591</b>	<b>2.1351</b>	<b>66.3942</b>	<b>17.2050</b>	<b>2.1162</b>	<b>19.3212</b>	<b>5,254.4480</b>	<b>114,254.0889</b>	<b>119,508.5369</b>	<b>277.3467</b>	<b>2.2604</b>	<b>127,115.7937</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**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	96.1904	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Energy	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	60,769.4677	60,769.4677	2.5132	0.7464	61,054.7314
Mobile	8.3170	42.8345	109.8344	0.5366	64.2591	0.2681	64.5272	17.2050	0.2492	17.4542	0.0000	49,655.5131	49,655.5131	1.7213	0.0000	49,698.5455
Waste						0.0000	0.0000		0.0000	0.0000	4,575.1159	0.0000	4,575.1159	270.3816	0.0000	11,334.6559
Water						0.0000	0.0000		0.0000	0.0000	679.3321	3,603.1829	4,282.5150	2.5152	1.5140	4,796.5517
<b>Total</b>	<b>106.0999</b>	<b>58.3941</b>	<b>256.0789</b>	<b>0.6307</b>	<b>64.2591</b>	<b>2.1351</b>	<b>66.3942</b>	<b>17.2050</b>	<b>2.1162</b>	<b>19.3212</b>	<b>5,254.4480</b>	<b>114,254.0889</b>	<b>119,508.5369</b>	<b>277.3467</b>	<b>2.2604</b>	<b>127,115.7937</b>

	ROG	NOx	CO	SO2	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**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2017	12/31/2027	5	2653	
2	Building Construction	Building Construction	11/1/2017	12/31/2027	5	2653	
3	Paving	Paving	11/1/2017	12/31/2027	5	2653	
4	Architectural Coating	Architectural Coating	11/1/2017	12/31/2027	5	2653	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 6632.5**

**Acres of Paving: 0**

**Residential Indoor: 27,137,025; Residential Outdoor: 9,045,675; Non-Residential Indoor: 10,760,415; Non-Residential Outdoor: 3,586,805; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

**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
Architectural Coating	1	248.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,240.00	261.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

Use Oxidation Catalyst for Construction Equipment

Replace Ground Cover

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1236	1.4607	0.8338	1.3300e-003		0.0661	0.0661		0.0608	0.0608	0.0000	123.7537	123.7537	0.0379	0.0000	124.7016
<b>Total</b>	<b>0.1236</b>	<b>1.4607</b>	<b>0.8338</b>	<b>1.3300e-003</b>	<b>11.5052</b>	<b>0.0661</b>	<b>11.5712</b>	<b>4.7708</b>	<b>0.0608</b>	<b>4.8315</b>	<b>0.0000</b>	<b>123.7537</b>	<b>123.7537</b>	<b>0.0379</b>	<b>0.0000</b>	<b>124.7016</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5900e-003	0.0168	3.0000e-005	3.1600e-003	3.0000e-005	3.1800e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	3.0708	3.0708	1.2000e-004	0.0000	3.0737
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5900e-003</b>	<b>0.0168</b>	<b>3.0000e-005</b>	<b>3.1600e-003</b>	<b>3.0000e-005</b>	<b>3.1800e-003</b>	<b>8.4000e-004</b>	<b>2.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>3.0708</b>	<b>3.0708</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>3.0737</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1236	1.1686	0.8338	1.3300e-003		0.0661	0.0661		0.0608	0.0608	0.0000	123.7535	123.7535	0.0379	0.0000	124.7015
<b>Total</b>	<b>0.1236</b>	<b>1.1686</b>	<b>0.8338</b>	<b>1.3300e-003</b>	<b>10.9299</b>	<b>0.0661</b>	<b>10.9960</b>	<b>4.5322</b>	<b>0.0608</b>	<b>4.5930</b>	<b>0.0000</b>	<b>123.7535</b>	<b>123.7535</b>	<b>0.0379</b>	<b>0.0000</b>	<b>124.7015</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5900e-003	0.0168	3.0000e-005	3.1600e-003	3.0000e-005	3.1800e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	3.0708	3.0708	1.2000e-004	0.0000	3.0737
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5900e-003</b>	<b>0.0168</b>	<b>3.0000e-005</b>	<b>3.1600e-003</b>	<b>3.0000e-005</b>	<b>3.1800e-003</b>	<b>8.4000e-004</b>	<b>2.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>3.0708</b>	<b>3.0708</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>3.0737</b>

**3.2 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	7.7676	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2630	739.2630	0.2301	0.0000	745.0165
<b>Total</b>	<b>0.6643</b>	<b>7.7676</b>	<b>4.5792</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.3437</b>	<b>11.8489</b>	<b>4.7708</b>	<b>0.3162</b>	<b>5.0870</b>	<b>0.0000</b>	<b>739.2630</b>	<b>739.2630</b>	<b>0.2301</b>	<b>0.0000</b>	<b>745.0165</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.4300e-003	0.0895	2.0000e-004	0.0192	1.5000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.1391	18.1391	6.2000e-004	0.0000	18.1545
<b>Total</b>	<b>0.0116</b>	<b>8.4300e-003</b>	<b>0.0895</b>	<b>2.0000e-004</b>	<b>0.0192</b>	<b>1.5000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>18.1391</b>	<b>18.1391</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>18.1545</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	6.2141	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2621	739.2621	0.2301	0.0000	745.0156
<b>Total</b>	<b>0.6643</b>	<b>6.2141</b>	<b>4.5792</b>	<b>8.1000e-003</b>	<b>10.9299</b>	<b>0.3437</b>	<b>11.2736</b>	<b>4.5322</b>	<b>0.3162</b>	<b>4.8484</b>	<b>0.0000</b>	<b>739.2621</b>	<b>739.2621</b>	<b>0.2301</b>	<b>0.0000</b>	<b>745.0156</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.4300e-003	0.0895	2.0000e-004	0.0192	1.5000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.1391	18.1391	6.2000e-004	0.0000	18.1545
<b>Total</b>	<b>0.0116</b>	<b>8.4300e-003</b>	<b>0.0895</b>	<b>2.0000e-004</b>	<b>0.0192</b>	<b>1.5000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>18.1391</b>	<b>18.1391</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>18.1545</b>

**3.2 Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6184	7.1149	4.3557	8.0900e-003		0.3109	0.3109		0.2861	0.2861	0.0000	726.9022	726.9022	0.2300	0.0000	732.6518
<b>Total</b>	<b>0.6184</b>	<b>7.1149</b>	<b>4.3557</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.3109</b>	<b>11.8161</b>	<b>4.7708</b>	<b>0.2861</b>	<b>5.0568</b>	<b>0.0000</b>	<b>726.9022</b>	<b>726.9022</b>	<b>0.2300</b>	<b>0.0000</b>	<b>732.6518</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	7.4200e-003	0.0801	1.9000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	17.5229	17.5229	5.4000e-004	0.0000	17.5365
<b>Total</b>	<b>0.0106</b>	<b>7.4200e-003</b>	<b>0.0801</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>17.5229</b>	<b>17.5229</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>17.5365</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6184	5.6919	4.3557	8.0900e-003		0.3109	0.3109		0.2861	0.2861	0.0000	726.9014	726.9014	0.2300	0.0000	732.6510
<b>Total</b>	<b>0.6184</b>	<b>5.6919</b>	<b>4.3557</b>	<b>8.0900e-003</b>	<b>10.9299</b>	<b>0.3109</b>	<b>11.2409</b>	<b>4.5322</b>	<b>0.2861</b>	<b>4.8183</b>	<b>0.0000</b>	<b>726.9014</b>	<b>726.9014</b>	<b>0.2300</b>	<b>0.0000</b>	<b>732.6510</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	7.4200e-003	0.0801	1.9000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	17.5229	17.5229	5.4000e-004	0.0000	17.5365
<b>Total</b>	<b>0.0106</b>	<b>7.4200e-003</b>	<b>0.0801</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>17.5229</b>	<b>17.5229</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>17.5365</b>

**3.2 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5830	6.5759	4.1865	8.1200e-003		0.2848	0.2848		0.2620	0.2620	0.0000	713.7442	713.7442	0.2308	0.0000	719.5152
<b>Total</b>	<b>0.5830</b>	<b>6.5759</b>	<b>4.1865</b>	<b>8.1200e-003</b>	<b>11.5052</b>	<b>0.2848</b>	<b>11.7900</b>	<b>4.7708</b>	<b>0.2620</b>	<b>5.0328</b>	<b>0.0000</b>	<b>713.7442</b>	<b>713.7442</b>	<b>0.2308</b>	<b>0.0000</b>	<b>719.5152</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7500e-003	6.6100e-003	0.0725	1.9000e-004	0.0192	1.4000e-004	0.0194	5.1200e-003	1.3000e-004	5.2500e-003	0.0000	17.0493	17.0493	4.8000e-004	0.0000	17.0613
<b>Total</b>	<b>9.7500e-003</b>	<b>6.6100e-003</b>	<b>0.0725</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.3000e-004</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>17.0493</b>	<b>17.0493</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>17.0613</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5830	5.2607	4.1865	8.1200e-003		0.2848	0.2848		0.2620	0.2620	0.0000	713.7434	713.7434	0.2308	0.0000	719.5144
<b>Total</b>	<b>0.5830</b>	<b>5.2607</b>	<b>4.1865</b>	<b>8.1200e-003</b>	<b>10.9299</b>	<b>0.2848</b>	<b>11.2147</b>	<b>4.5322</b>	<b>0.2620</b>	<b>4.7942</b>	<b>0.0000</b>	<b>713.7434</b>	<b>713.7434</b>	<b>0.2308</b>	<b>0.0000</b>	<b>719.5144</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7500e-003	6.6100e-003	0.0725	1.9000e-004	0.0192	1.4000e-004	0.0194	5.1200e-003	1.3000e-004	5.2500e-003	0.0000	17.0493	17.0493	4.8000e-004	0.0000	17.0613
<b>Total</b>	<b>9.7500e-003</b>	<b>6.6100e-003</b>	<b>0.0725</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.3000e-004</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>17.0493</b>	<b>17.0493</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>17.0613</b>

**3.2 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5470	6.0552	4.0296	8.0900e-003		0.2591	0.2591		0.2384	0.2384	0.0000	711.1595	711.1595	0.2300	0.0000	716.9096
<b>Total</b>	<b>0.5470</b>	<b>6.0552</b>	<b>4.0296</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.2591</b>	<b>11.7643</b>	<b>4.7708</b>	<b>0.2384</b>	<b>5.0091</b>	<b>0.0000</b>	<b>711.1595</b>	<b>711.1595</b>	<b>0.2300</b>	<b>0.0000</b>	<b>716.9096</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0400e-003	5.9100e-003	0.0661	1.8000e-004	0.0192	1.3000e-004	0.0193	5.1000e-003	1.2000e-004	5.2200e-003	0.0000	16.4059	16.4059	4.3000e-004	0.0000	16.4167
<b>Total</b>	<b>9.0400e-003</b>	<b>5.9100e-003</b>	<b>0.0661</b>	<b>1.8000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.2000e-004</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>16.4059</b>	<b>16.4059</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>16.4167</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5470	4.8441	4.0296	8.0900e-003		0.2591	0.2591		0.2384	0.2384	0.0000	711.1587	711.1587	0.2300	0.0000	716.9087
<b>Total</b>	<b>0.5470</b>	<b>4.8441</b>	<b>4.0296</b>	<b>8.0900e-003</b>	<b>10.9299</b>	<b>0.2591</b>	<b>11.1890</b>	<b>4.5322</b>	<b>0.2384</b>	<b>4.7706</b>	<b>0.0000</b>	<b>711.1587</b>	<b>711.1587</b>	<b>0.2300</b>	<b>0.0000</b>	<b>716.9087</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0400e-003	5.9100e-003	0.0661	1.8000e-004	0.0192	1.3000e-004	0.0193	5.1000e-003	1.2000e-004	5.2200e-003	0.0000	16.4059	16.4059	4.3000e-004	0.0000	16.4167
<b>Total</b>	<b>9.0400e-003</b>	<b>5.9100e-003</b>	<b>0.0661</b>	<b>1.8000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.2000e-004</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>16.4059</b>	<b>16.4059</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>16.4167</b>

**3.2 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9498	708.9498	0.2293	0.0000	714.6820
<b>Total</b>	<b>0.4712</b>	<b>5.0497</b>	<b>3.7754</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.2125</b>	<b>11.7177</b>	<b>4.7708</b>	<b>0.1955</b>	<b>4.9663</b>	<b>0.0000</b>	<b>708.9498</b>	<b>708.9498</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6820</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4100e-003	5.2900e-003	0.0605	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.7577	15.7577	3.9000e-004	0.0000	15.7673
<b>Total</b>	<b>8.4100e-003</b>	<b>5.2900e-003</b>	<b>0.0605</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.7577</b>	<b>15.7577</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>15.7673</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	4.0397	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9490	708.9490	0.2293	0.0000	714.6812
<b>Total</b>	<b>0.4712</b>	<b>4.0397</b>	<b>3.7754</b>	<b>8.0700e-003</b>	<b>10.9299</b>	<b>0.2125</b>	<b>11.1425</b>	<b>4.5322</b>	<b>0.1955</b>	<b>4.7278</b>	<b>0.0000</b>	<b>708.9490</b>	<b>708.9490</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6812</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4100e-003	5.2900e-003	0.0605	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.7577	15.7577	3.9000e-004	0.0000	15.7673
<b>Total</b>	<b>8.4100e-003</b>	<b>5.2900e-003</b>	<b>0.0605</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.7577</b>	<b>15.7577</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>15.7673</b>

**3.2 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900
<b>Total</b>	<b>0.4318</b>	<b>4.4870</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.1852</b>	<b>11.6904</b>	<b>4.7708</b>	<b>0.1704</b>	<b>4.9411</b>	<b>0.0000</b>	<b>708.9577</b>	<b>708.9577</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6900</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8800e-003	4.7600e-003	0.0555	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.1660	15.1660	3.5000e-004	0.0000	15.1746
<b>Total</b>	<b>7.8800e-003</b>	<b>4.7600e-003</b>	<b>0.0555</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.1660</b>	<b>15.1660</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>15.1746</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	3.5896	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
<b>Total</b>	<b>0.4318</b>	<b>3.5896</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>10.9299</b>	<b>0.1852</b>	<b>11.1151</b>	<b>4.5322</b>	<b>0.1704</b>	<b>4.7026</b>	<b>0.0000</b>	<b>708.9569</b>	<b>708.9569</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6891</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8800e-003	4.7600e-003	0.0555	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.1660	15.1660	3.5000e-004	0.0000	15.1746
<b>Total</b>	<b>7.8800e-003</b>	<b>4.7600e-003</b>	<b>0.0555</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.1660</b>	<b>15.1660</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>15.1746</b>

**3.2 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	4.2414	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2058	714.2058	0.2310	0.0000	719.9805
<b>Total</b>	<b>0.4216</b>	<b>4.2414</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>11.5052</b>	<b>0.1749</b>	<b>11.6801</b>	<b>4.7708</b>	<b>0.1609</b>	<b>4.9317</b>	<b>0.0000</b>	<b>714.2058</b>	<b>714.2058</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9805</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4600e-003	4.3300e-003	0.0518	1.6000e-004	0.0192	1.3000e-004	0.0194	5.1200e-003	1.2000e-004	5.2300e-003	0.0000	14.6885	14.6885	3.1000e-004	0.0000	14.6964
<b>Total</b>	<b>7.4600e-003</b>	<b>4.3300e-003</b>	<b>0.0518</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.2000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>14.6885</b>	<b>14.6885</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>14.6964</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	3.3931	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2049	714.2049	0.2310	0.0000	719.9796
<b>Total</b>	<b>0.4216</b>	<b>3.3931</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>10.9299</b>	<b>0.1749</b>	<b>11.1049</b>	<b>4.5322</b>	<b>0.1609</b>	<b>4.6932</b>	<b>0.0000</b>	<b>714.2049</b>	<b>714.2049</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9796</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4600e-003	4.3300e-003	0.0518	1.6000e-004	0.0192	1.3000e-004	0.0194	5.1200e-003	1.2000e-004	5.2300e-003	0.0000	14.6885	14.6885	3.1000e-004	0.0000	14.6964
<b>Total</b>	<b>7.4600e-003</b>	<b>4.3300e-003</b>	<b>0.0518</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.2000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>14.6885</b>	<b>14.6885</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>14.6964</b>

**3.2 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0200e-003	3.9200e-003	0.0478	1.6000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	14.0466	14.0466	2.8000e-004	0.0000	14.0537
<b>Total</b>	<b>7.0200e-003</b>	<b>3.9200e-003</b>	<b>0.0478</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>14.0466</b>	<b>14.0466</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>14.0537</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	2.9172	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>2.9172</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>10.9299</b>	<b>0.1476</b>	<b>11.0775</b>	<b>4.5322</b>	<b>0.1358</b>	<b>4.6680</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0200e-003	3.9200e-003	0.0478	1.6000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	14.0466	14.0466	2.8000e-004	0.0000	14.0537
<b>Total</b>	<b>7.0200e-003</b>	<b>3.9200e-003</b>	<b>0.0478</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>14.0466</b>	<b>14.0466</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>14.0537</b>

**3.2 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6500e-003	3.5800e-003	0.0445	1.5000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	13.5247	13.5247	2.6000e-004	0.0000	13.5312
<b>Total</b>	<b>6.6500e-003</b>	<b>3.5800e-003</b>	<b>0.0445</b>	<b>1.5000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>13.5247</b>	<b>13.5247</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>13.5312</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	2.9172	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>2.9172</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>10.9299</b>	<b>0.1476</b>	<b>11.0775</b>	<b>4.5322</b>	<b>0.1358</b>	<b>4.6680</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6500e-003	3.5800e-003	0.0445	1.5000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	13.5247	13.5247	2.6000e-004	0.0000	13.5312
<b>Total</b>	<b>6.6500e-003</b>	<b>3.5800e-003</b>	<b>0.0445</b>	<b>1.5000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>13.5247</b>	<b>13.5247</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>13.5312</b>

**3.2 Grading - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-003	3.2800e-003	0.0415	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2000e-003	0.0000	13.0576	13.0576	2.4000e-004	0.0000	13.0634
<b>Total</b>	<b>6.3000e-003</b>	<b>3.2800e-003</b>	<b>0.0415</b>	<b>1.4000e-004</b>	<b>0.0192</b>	<b>1.1000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.0000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>13.0576</b>	<b>13.0576</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>13.0634</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					10.9299	0.0000	10.9299	4.5322	0.0000	4.5322	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	2.9172	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>2.9172</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>10.9299</b>	<b>0.1476</b>	<b>11.0775</b>	<b>4.5322</b>	<b>0.1358</b>	<b>4.6680</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.2 Grading - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-003	3.2800e-003	0.0415	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2000e-003	0.0000	13.0576	13.0576	2.4000e-004	0.0000	13.0634
<b>Total</b>	<b>6.3000e-003</b>	<b>3.2800e-003</b>	<b>0.0415</b>	<b>1.4000e-004</b>	<b>0.0192</b>	<b>1.1000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.0000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>13.0576</b>	<b>13.0576</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>13.0634</b>

**3.3 Building Construction - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0670	0.5709	0.3909	5.8000e-004		0.0384	0.0384		0.0361	0.0361	0.0000	51.7060	51.7060	0.0127	0.0000	52.0244
<b>Total</b>	<b>0.0670</b>	<b>0.5709</b>	<b>0.3909</b>	<b>5.8000e-004</b>		<b>0.0384</b>	<b>0.0384</b>		<b>0.0361</b>	<b>0.0361</b>	<b>0.0000</b>	<b>51.7060</b>	<b>51.7060</b>	<b>0.0127</b>	<b>0.0000</b>	<b>52.0244</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0359	0.7730	0.2905	1.4100e-003	0.0328	6.9800e-003	0.0398	9.4900e-003	6.6800e-003	0.0162	0.0000	135.0227	135.0227	9.1400e-003	0.0000	135.2512
Worker	0.1334	0.0989	1.0437	2.1100e-003	0.1958	1.5600e-003	0.1974	0.0521	1.4400e-003	0.0535	0.0000	190.3879	190.3879	7.2200e-003	0.0000	190.5684
<b>Total</b>	<b>0.1693</b>	<b>0.8718</b>	<b>1.3342</b>	<b>3.5200e-003</b>	<b>0.2286</b>	<b>8.5400e-003</b>	<b>0.2372</b>	<b>0.0616</b>	<b>8.1200e-003</b>	<b>0.0697</b>	<b>0.0000</b>	<b>325.4106</b>	<b>325.4106</b>	<b>0.0164</b>	<b>0.0000</b>	<b>325.8196</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0670	0.4567	0.3909	5.8000e-004		0.0384	0.0384		0.0361	0.0361	0.0000	51.7059	51.7059	0.0127	0.0000	52.0244
<b>Total</b>	<b>0.0670</b>	<b>0.4567</b>	<b>0.3909</b>	<b>5.8000e-004</b>		<b>0.0384</b>	<b>0.0384</b>		<b>0.0361</b>	<b>0.0361</b>	<b>0.0000</b>	<b>51.7059</b>	<b>51.7059</b>	<b>0.0127</b>	<b>0.0000</b>	<b>52.0244</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0359	0.7730	0.2905	1.4100e-003	0.0328	6.9800e-003	0.0398	9.4900e-003	6.6800e-003	0.0162	0.0000	135.0227	135.0227	9.1400e-003	0.0000	135.2512
Worker	0.1334	0.0989	1.0437	2.1100e-003	0.1958	1.5600e-003	0.1974	0.0521	1.4400e-003	0.0535	0.0000	190.3879	190.3879	7.2200e-003	0.0000	190.5684
<b>Total</b>	<b>0.1693</b>	<b>0.8718</b>	<b>1.3342</b>	<b>3.5200e-003</b>	<b>0.2286</b>	<b>8.5400e-003</b>	<b>0.2372</b>	<b>0.0616</b>	<b>8.1200e-003</b>	<b>0.0697</b>	<b>0.0000</b>	<b>325.4106</b>	<b>325.4106</b>	<b>0.0164</b>	<b>0.0000</b>	<b>325.8196</b>

**3.3 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3497	3.0524	2.2943	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2862	310.2862	0.0760	0.0000	312.1867
<b>Total</b>	<b>0.3497</b>	<b>3.0524</b>	<b>2.2943</b>	<b>3.5100e-003</b>		<b>0.1957</b>	<b>0.1957</b>		<b>0.1840</b>	<b>0.1840</b>	<b>0.0000</b>	<b>310.2862</b>	<b>310.2862</b>	<b>0.0760</b>	<b>0.0000</b>	<b>312.1867</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1851	4.4216	1.4642	8.5200e-003	0.1992	0.0348	0.2340	0.0576	0.0333	0.0909	0.0000	816.6550	816.6550	0.0528	0.0000	817.9738
Worker	0.7206	0.5226	5.5467	0.0125	1.1885	9.0400e-003	1.1975	0.3161	8.3400e-003	0.3244	0.0000	1,124.6230	1,124.6230	0.0383	0.0000	1,125.5814
<b>Total</b>	<b>0.9057</b>	<b>4.9442</b>	<b>7.0109</b>	<b>0.0210</b>	<b>1.3877</b>	<b>0.0439</b>	<b>1.4316</b>	<b>0.3737</b>	<b>0.0417</b>	<b>0.4153</b>	<b>0.0000</b>	<b>1,941.2780</b>	<b>1,941.2780</b>	<b>0.0911</b>	<b>0.0000</b>	<b>1,943.5552</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3497	2.4419	2.2942	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2859	310.2859	0.0760	0.0000	312.1864
<b>Total</b>	<b>0.3497</b>	<b>2.4419</b>	<b>2.2942</b>	<b>3.5100e-003</b>		<b>0.1957</b>	<b>0.1957</b>		<b>0.1840</b>	<b>0.1840</b>	<b>0.0000</b>	<b>310.2859</b>	<b>310.2859</b>	<b>0.0760</b>	<b>0.0000</b>	<b>312.1864</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1851	4.4216	1.4642	8.5200e-003	0.1992	0.0348	0.2340	0.0576	0.0333	0.0909	0.0000	816.6550	816.6550	0.0528	0.0000	817.9738
Worker	0.7206	0.5226	5.5467	0.0125	1.1885	9.0400e-003	1.1975	0.3161	8.3400e-003	0.3244	0.0000	1,124.6230	1,124.6230	0.0383	0.0000	1,125.5814
<b>Total</b>	<b>0.9057</b>	<b>4.9442</b>	<b>7.0109</b>	<b>0.0210</b>	<b>1.3877</b>	<b>0.0439</b>	<b>1.4316</b>	<b>0.3737</b>	<b>0.0417</b>	<b>0.4153</b>	<b>0.0000</b>	<b>1,941.2780</b>	<b>1,941.2780</b>	<b>0.0911</b>	<b>0.0000</b>	<b>1,943.5552</b>

**3.3 Building Construction - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3081	2.7508	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8110	306.8110	0.0747	0.0000	308.6795
<b>Total</b>	<b>0.3081</b>	<b>2.7508</b>	<b>2.2399</b>	<b>3.5100e-003</b>		<b>0.1683</b>	<b>0.1683</b>		<b>0.1583</b>	<b>0.1583</b>	<b>0.0000</b>	<b>306.8110</b>	<b>306.8110</b>	<b>0.0747</b>	<b>0.0000</b>	<b>308.6795</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1633	4.1782	1.2770	8.4500e-003	0.1992	0.0298	0.2290	0.0576	0.0285	0.0861	0.0000	810.9481	810.9481	0.0508	0.0000	812.2191	
Worker	0.6544	0.4598	4.9653	0.0120	1.1885	8.7700e-003	1.1972	0.3161	8.0900e-003	0.3242	0.0000	1,086.4172	1,086.4172	0.0338	0.0000	1,087.2619	
<b>Total</b>	<b>0.8176</b>	<b>4.6380</b>	<b>6.2422</b>	<b>0.0205</b>	<b>1.3877</b>	<b>0.0385</b>	<b>1.4262</b>	<b>0.3737</b>	<b>0.0366</b>	<b>0.4102</b>	<b>0.0000</b>	<b>1,897.3653</b>	<b>1,897.3653</b>	<b>0.0846</b>	<b>0.0000</b>	<b>1,899.4810</b>	

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3081	2.2006	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8106	306.8106	0.0747	0.0000	308.6792
<b>Total</b>	<b>0.3081</b>	<b>2.2006</b>	<b>2.2399</b>	<b>3.5100e-003</b>		<b>0.1683</b>	<b>0.1683</b>		<b>0.1583</b>	<b>0.1583</b>	<b>0.0000</b>	<b>306.8106</b>	<b>306.8106</b>	<b>0.0747</b>	<b>0.0000</b>	<b>308.6792</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1633	4.1782	1.2770	8.4500e-003	0.1992	0.0298	0.2290	0.0576	0.0285	0.0861	0.0000	810.9481	810.9481	0.0508	0.0000	812.2191
Worker	0.6544	0.4598	4.9653	0.0120	1.1885	8.7700e-003	1.1972	0.3161	8.0900e-003	0.3242	0.0000	1,086.4172	1,086.4172	0.0338	0.0000	1,087.2619
<b>Total</b>	<b>0.8176</b>	<b>4.6380</b>	<b>6.2422</b>	<b>0.0205</b>	<b>1.3877</b>	<b>0.0385</b>	<b>1.4262</b>	<b>0.3737</b>	<b>0.0366</b>	<b>0.4102</b>	<b>0.0000</b>	<b>1,897.3653</b>	<b>1,897.3653</b>	<b>0.0846</b>	<b>0.0000</b>	<b>1,899.4810</b>

**3.3 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596
<b>Total</b>	<b>0.2777</b>	<b>2.5134</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4091</b>	<b>303.4091</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2596</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1309	3.8343	1.0695	8.4200e-003	0.1999	0.0199	0.2198	0.0578	0.0190	0.0768	0.0000	809.0048	809.0048	0.0479	0.0000	810.2024
Worker	0.6047	0.4101	4.4964	0.0117	1.1930	8.5900e-003	1.2016	0.3173	7.9200e-003	0.3252	0.0000	1,057.0555	1,057.0555	0.0299	0.0000	1,057.8027
<b>Total</b>	<b>0.7356</b>	<b>4.2444</b>	<b>5.5659</b>	<b>0.0201</b>	<b>1.3930</b>	<b>0.0284</b>	<b>1.4214</b>	<b>0.3751</b>	<b>0.0269</b>	<b>0.4020</b>	<b>0.0000</b>	<b>1,866.0603</b>	<b>1,866.0603</b>	<b>0.0778</b>	<b>0.0000</b>	<b>1,868.0051</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.0107	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
<b>Total</b>	<b>0.2777</b>	<b>2.0107</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4087</b>	<b>303.4087</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2592</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1309	3.8343	1.0695	8.4200e-003	0.1999	0.0199	0.2198	0.0578	0.0190	0.0768	0.0000	809.0048	809.0048	0.0479	0.0000	810.2024
Worker	0.6047	0.4101	4.4964	0.0117	1.1930	8.5900e-003	1.2016	0.3173	7.9200e-003	0.3252	0.0000	1,057.0555	1,057.0555	0.0299	0.0000	1,057.8027
<b>Total</b>	<b>0.7356</b>	<b>4.2444</b>	<b>5.5659</b>	<b>0.0201</b>	<b>1.3930</b>	<b>0.0284</b>	<b>1.4214</b>	<b>0.3751</b>	<b>0.0269</b>	<b>0.4020</b>	<b>0.0000</b>	<b>1,866.0603</b>	<b>1,866.0603</b>	<b>0.0778</b>	<b>0.0000</b>	<b>1,868.0051</b>

**3.3 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2867	302.2867	0.0729	0.0000	304.1099
<b>Total</b>	<b>0.2481</b>	<b>2.2749</b>	<b>2.1631</b>	<b>3.5100e-003</b>		<b>0.1251</b>	<b>0.1251</b>		<b>0.1176</b>	<b>0.1176</b>	<b>0.0000</b>	<b>302.2867</b>	<b>302.2867</b>	<b>0.0729</b>	<b>0.0000</b>	<b>304.1099</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1071	3.4843	0.9313	8.3200e-003	0.1991	9.6300e-003	0.2088	0.0576	9.2100e-003	0.0668	0.0000	799.2112	799.2112	0.0457	0.0000	800.3536
Worker	0.5603	0.3662	4.0957	0.0113	1.1885	8.3100e-003	1.1968	0.3161	7.6600e-003	0.3238	0.0000	1,017.1665	1,017.1665	0.0267	0.0000	1,017.8341
<b>Total</b>	<b>0.6675</b>	<b>3.8505</b>	<b>5.0269</b>	<b>0.0196</b>	<b>1.3876</b>	<b>0.0179</b>	<b>1.4055</b>	<b>0.3736</b>	<b>0.0169</b>	<b>0.3905</b>	<b>0.0000</b>	<b>1,816.3778</b>	<b>1,816.3778</b>	<b>0.0724</b>	<b>0.0000</b>	<b>1,818.1877</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	1.8199	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2863	302.2863	0.0729	0.0000	304.1095
<b>Total</b>	<b>0.2481</b>	<b>1.8199</b>	<b>2.1631</b>	<b>3.5100e-003</b>		<b>0.1251</b>	<b>0.1251</b>		<b>0.1176</b>	<b>0.1176</b>	<b>0.0000</b>	<b>302.2863</b>	<b>302.2863</b>	<b>0.0729</b>	<b>0.0000</b>	<b>304.1095</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1071	3.4843	0.9313	8.3200e-003	0.1991	9.6300e-003	0.2088	0.0576	9.2100e-003	0.0668	0.0000	799.2112	799.2112	0.0457	0.0000	800.3536
Worker	0.5603	0.3662	4.0957	0.0113	1.1885	8.3100e-003	1.1968	0.3161	7.6600e-003	0.3238	0.0000	1,017.1665	1,017.1665	0.0267	0.0000	1,017.8341
<b>Total</b>	<b>0.6675</b>	<b>3.8505</b>	<b>5.0269</b>	<b>0.0196</b>	<b>1.3876</b>	<b>0.0179</b>	<b>1.4055</b>	<b>0.3736</b>	<b>0.0169</b>	<b>0.3905</b>	<b>0.0000</b>	<b>1,816.3778</b>	<b>1,816.3778</b>	<b>0.0724</b>	<b>0.0000</b>	<b>1,818.1877</b>

**3.3 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
<b>Total</b>	<b>0.2218</b>	<b>2.0300</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2428</b>	<b>301.2428</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0471</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0990	3.2956	0.8554	8.2100e-003	0.1984	8.4100e-003	0.2068	0.0573	8.0500e-003	0.0654	0.0000	789.1509	789.1509	0.0442	0.0000	790.2564
Worker	0.5217	0.3280	3.7491	0.0108	1.1839	8.0600e-003	1.1920	0.3149	7.4300e-003	0.3223	0.0000	976.9756	976.9756	0.0239	0.0000	977.5732
<b>Total</b>	<b>0.6207</b>	<b>3.6236</b>	<b>4.6045</b>	<b>0.0190</b>	<b>1.3823</b>	<b>0.0165</b>	<b>1.3987</b>	<b>0.3722</b>	<b>0.0155</b>	<b>0.3877</b>	<b>0.0000</b>	<b>1,766.1265</b>	<b>1,766.1265</b>	<b>0.0681</b>	<b>0.0000</b>	<b>1,767.8296</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	1.6240	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
<b>Total</b>	<b>0.2218</b>	<b>1.6240</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2425</b>	<b>301.2425</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0467</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0990	3.2956	0.8554	8.2100e-003	0.1984	8.4100e-003	0.2068	0.0573	8.0500e-003	0.0654	0.0000	789.1509	789.1509	0.0442	0.0000	790.2564
Worker	0.5217	0.3280	3.7491	0.0108	1.1839	8.0600e-003	1.1920	0.3149	7.4300e-003	0.3223	0.0000	976.9756	976.9756	0.0239	0.0000	977.5732
<b>Total</b>	<b>0.6207</b>	<b>3.6236</b>	<b>4.6045</b>	<b>0.0190</b>	<b>1.3823</b>	<b>0.0165</b>	<b>1.3987</b>	<b>0.3722</b>	<b>0.0155</b>	<b>0.3877</b>	<b>0.0000</b>	<b>1,766.1265</b>	<b>1,766.1265</b>	<b>0.0681</b>	<b>0.0000</b>	<b>1,767.8296</b>

**3.3 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
<b>Total</b>	<b>0.2045</b>	<b>1.8700</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3462</b>	<b>301.3462</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1383</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.7854	0.7567	8.0500e-003	0.1983	4.0000e-003	0.2023	0.0573	3.8300e-003	0.0611	0.0000	774.5647	774.5647	0.0397	0.0000	775.5564
Worker	0.4883	0.2951	3.4432	0.0104	1.1839	7.8700e-003	1.1918	0.3149	7.2500e-003	0.3221	0.0000	940.2887	940.2887	0.0214	0.0000	940.8244
<b>Total</b>	<b>0.5666</b>	<b>3.0805</b>	<b>4.1999</b>	<b>0.0185</b>	<b>1.3822</b>	<b>0.0119</b>	<b>1.3941</b>	<b>0.3722</b>	<b>0.0111</b>	<b>0.3833</b>	<b>0.0000</b>	<b>1,714.8533</b>	<b>1,714.8533</b>	<b>0.0611</b>	<b>0.0000</b>	<b>1,716.3808</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.4960	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
<b>Total</b>	<b>0.2045</b>	<b>1.4960</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3458</b>	<b>301.3458</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1380</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.7854	0.7567	8.0500e-003	0.1983	4.0000e-003	0.2023	0.0573	3.8300e-003	0.0611	0.0000	774.5647	774.5647	0.0397	0.0000	775.5564
Worker	0.4883	0.2951	3.4432	0.0104	1.1839	7.8700e-003	1.1918	0.3149	7.2500e-003	0.3221	0.0000	940.2887	940.2887	0.0214	0.0000	940.8244
<b>Total</b>	<b>0.5666</b>	<b>3.0805</b>	<b>4.1999</b>	<b>0.0185</b>	<b>1.3822</b>	<b>0.0119</b>	<b>1.3941</b>	<b>0.3722</b>	<b>0.0111</b>	<b>0.3833</b>	<b>0.0000</b>	<b>1,714.8533</b>	<b>1,714.8533</b>	<b>0.0611</b>	<b>0.0000</b>	<b>1,716.3808</b>

**3.3 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
<b>Total</b>	<b>0.1928</b>	<b>1.7611</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7223</b>	<b>303.7223</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5179</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0752	2.7532	0.7129	8.0600e-003	0.1998	3.8300e-003	0.2037	0.0577	3.6600e-003	0.0614	0.0000	775.9916	775.9916	0.0395	0.0000	776.9788	
Worker	0.4627	0.2688	3.2132	0.0101	1.1930	7.7500e-003	1.2008	0.3173	7.1400e-003	0.3244	0.0000	910.6885	910.6885	0.0195	0.0000	911.1754	
<b>Total</b>	<b>0.5378</b>	<b>3.0220</b>	<b>3.9260</b>	<b>0.0181</b>	<b>1.3929</b>	<b>0.0116</b>	<b>1.4044</b>	<b>0.3750</b>	<b>0.0108</b>	<b>0.3859</b>	<b>0.0000</b>	<b>1,686.6801</b>	<b>1,686.6801</b>	<b>0.0590</b>	<b>0.0000</b>	<b>1,688.1543</b>	

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.4089	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
<b>Total</b>	<b>0.1928</b>	<b>1.4089</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7220</b>	<b>303.7220</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5175</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0752	2.7532	0.7129	8.0600e-003	0.1998	3.8300e-003	0.2037	0.0577	3.6600e-003	0.0614	0.0000	775.9916	775.9916	0.0395	0.0000	776.9788
Worker	0.4627	0.2688	3.2132	0.0101	1.1930	7.7500e-003	1.2008	0.3173	7.1400e-003	0.3244	0.0000	910.6885	910.6885	0.0195	0.0000	911.1754
<b>Total</b>	<b>0.5378</b>	<b>3.0220</b>	<b>3.9260</b>	<b>0.0181</b>	<b>1.3929</b>	<b>0.0116</b>	<b>1.4044</b>	<b>0.3750</b>	<b>0.0108</b>	<b>0.3859</b>	<b>0.0000</b>	<b>1,686.6801</b>	<b>1,686.6801</b>	<b>0.0590</b>	<b>0.0000</b>	<b>1,688.1543</b>

**3.3 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0718	2.6919	0.6724	7.9800e-003	0.1991	3.6200e-003	0.2027	0.0575	3.4600e-003	0.0610	0.0000	768.6664	768.6664	0.0389	0.0000	769.6383
Worker	0.4353	0.2431	2.9649	9.6300e-003	1.1885	7.5800e-003	1.1961	0.3161	6.9800e-003	0.3231	0.0000	870.8908	870.8908	0.0176	0.0000	871.3305
<b>Total</b>	<b>0.5071</b>	<b>2.9350</b>	<b>3.6373</b>	<b>0.0176</b>	<b>1.3875</b>	<b>0.0112</b>	<b>1.3987</b>	<b>0.3736</b>	<b>0.0104</b>	<b>0.3841</b>	<b>0.0000</b>	<b>1,639.5572</b>	<b>1,639.5572</b>	<b>0.0565</b>	<b>0.0000</b>	<b>1,640.9688</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.3018	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.3018</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0718	2.6919	0.6724	7.9800e-003	0.1991	3.6200e-003	0.2027	0.0575	3.4600e-003	0.0610	0.0000	768.6664	768.6664	0.0389	0.0000	769.6383
Worker	0.4353	0.2431	2.9649	9.6300e-003	1.1885	7.5800e-003	1.1961	0.3161	6.9800e-003	0.3231	0.0000	870.8908	870.8908	0.0176	0.0000	871.3305
<b>Total</b>	<b>0.5071</b>	<b>2.9350</b>	<b>3.6373</b>	<b>0.0176</b>	<b>1.3875</b>	<b>0.0112</b>	<b>1.3987</b>	<b>0.3736</b>	<b>0.0104</b>	<b>0.3841</b>	<b>0.0000</b>	<b>1,639.5572</b>	<b>1,639.5572</b>	<b>0.0565</b>	<b>0.0000</b>	<b>1,640.9688</b>

**3.3 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0691	2.6435	0.6416	7.9300e-003	0.1990	3.4200e-003	0.2025	0.0575	3.2700e-003	0.0608	0.0000	764.5208	764.5208	0.0385	0.0000	765.4822
Worker	0.4126	0.2221	2.7596	9.2700e-003	1.1885	7.3600e-003	1.1958	0.3161	6.7700e-003	0.3229	0.0000	838.5337	838.5337	0.0160	0.0000	838.9340
<b>Total</b>	<b>0.4817</b>	<b>2.8656</b>	<b>3.4013</b>	<b>0.0172</b>	<b>1.3875</b>	<b>0.0108</b>	<b>1.3983</b>	<b>0.3736</b>	<b>0.0100</b>	<b>0.3837</b>	<b>0.0000</b>	<b>1,603.0545</b>	<b>1,603.0545</b>	<b>0.0545</b>	<b>0.0000</b>	<b>1,604.4162</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.3018	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.3018</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0691	2.6435	0.6416	7.9300e-003	0.1990	3.4200e-003	0.2025	0.0575	3.2700e-003	0.0608	0.0000	764.5208	764.5208	0.0385	0.0000	765.4822
Worker	0.4126	0.2221	2.7596	9.2700e-003	1.1885	7.3600e-003	1.1958	0.3161	6.7700e-003	0.3229	0.0000	838.5337	838.5337	0.0160	0.0000	838.9340
<b>Total</b>	<b>0.4817</b>	<b>2.8656</b>	<b>3.4013</b>	<b>0.0172</b>	<b>1.3875</b>	<b>0.0108</b>	<b>1.3983</b>	<b>0.3736</b>	<b>0.0100</b>	<b>0.3837</b>	<b>0.0000</b>	<b>1,603.0545</b>	<b>1,603.0545</b>	<b>0.0545</b>	<b>0.0000</b>	<b>1,604.4162</b>

**3.3 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0668	2.5990	0.6149	7.8900e-003	0.1990	3.2500e-003	0.2023	0.0575	3.1100e-003	0.0606	0.0000	760.6223	760.6223	0.0381	0.0000	761.5735
Worker	0.3904	0.2032	2.5743	8.9500e-003	1.1885	6.9900e-003	1.1955	0.3161	6.4400e-003	0.3225	0.0000	809.5680	809.5680	0.0146	0.0000	809.9327
<b>Total</b>	<b>0.4572</b>	<b>2.8023</b>	<b>3.1892</b>	<b>0.0168</b>	<b>1.3875</b>	<b>0.0102</b>	<b>1.3977</b>	<b>0.3736</b>	<b>9.5500e-003</b>	<b>0.3832</b>	<b>0.0000</b>	<b>1,570.1904</b>	<b>1,570.1904</b>	<b>0.0526</b>	<b>0.0000</b>	<b>1,571.5062</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.3018	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.3018</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.3 Building Construction - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0668	2.5990	0.6149	7.8900e-003	0.1990	3.2500e-003	0.2023	0.0575	3.1100e-003	0.0606	0.0000	760.6223	760.6223	0.0381	0.0000	761.5735
Worker	0.3904	0.2032	2.5743	8.9500e-003	1.1885	6.9900e-003	1.1955	0.3161	6.4400e-003	0.3225	0.0000	809.5680	809.5680	0.0146	0.0000	809.9327
<b>Total</b>	<b>0.4572</b>	<b>2.8023</b>	<b>3.1892</b>	<b>0.0168</b>	<b>1.3875</b>	<b>0.0102</b>	<b>1.3977</b>	<b>0.3736</b>	<b>9.5500e-003</b>	<b>0.3832</b>	<b>0.0000</b>	<b>1,570.1904</b>	<b>1,570.1904</b>	<b>0.0526</b>	<b>0.0000</b>	<b>1,571.5062</b>

**3.4 Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0418	0.4454	0.3232	4.9000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	45.4580	45.4580	0.0139	0.0000	45.8062
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0418</b>	<b>0.4454</b>	<b>0.3232</b>	<b>4.9000e-004</b>		<b>0.0249</b>	<b>0.0249</b>		<b>0.0229</b>	<b>0.0229</b>	<b>0.0000</b>	<b>45.4580</b>	<b>45.4580</b>	<b>0.0139</b>	<b>0.0000</b>	<b>45.8062</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.2000e-003	0.0126	3.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.3031	2.3031	9.0000e-005	0.0000	2.3053
<b>Total</b>	<b>1.6100e-003</b>	<b>1.2000e-003</b>	<b>0.0126</b>	<b>3.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>2.3031</b>	<b>2.3031</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.3053</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0418	0.3564	0.3232	4.9000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	45.4580	45.4580	0.0139	0.0000	45.8062
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0418</b>	<b>0.3564</b>	<b>0.3232</b>	<b>4.9000e-004</b>		<b>0.0249</b>	<b>0.0249</b>		<b>0.0229</b>	<b>0.0229</b>	<b>0.0000</b>	<b>45.4580</b>	<b>45.4580</b>	<b>0.0139</b>	<b>0.0000</b>	<b>45.8062</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.2000e-003	0.0126	3.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.3031	2.3031	9.0000e-005	0.0000	2.3053
<b>Total</b>	<b>1.6100e-003</b>	<b>1.2000e-003</b>	<b>0.0126</b>	<b>3.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>2.3031</b>	<b>2.3031</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.3053</b>

**3.4 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2145	2.2865	1.9309	2.9700e-003		0.1248	0.1248		0.1148	0.1148	0.0000	271.5917	271.5917	0.0846	0.0000	273.7054
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2145</b>	<b>2.2865</b>	<b>1.9309</b>	<b>2.9700e-003</b>		<b>0.1248</b>	<b>0.1248</b>		<b>0.1148</b>	<b>0.1148</b>	<b>0.0000</b>	<b>271.5917</b>	<b>271.5917</b>	<b>0.0846</b>	<b>0.0000</b>	<b>273.7054</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7200e-003	6.3200e-003	0.0671	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.6043	13.6043	4.6000e-004	0.0000	13.6159
<b>Total</b>	<b>8.7200e-003</b>	<b>6.3200e-003</b>	<b>0.0671</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.6043</b>	<b>13.6043</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>13.6159</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2145	1.8292	1.9309	2.9700e-003		0.1248	0.1248		0.1148	0.1148	0.0000	271.5914	271.5914	0.0846	0.0000	273.7051
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2145</b>	<b>1.8292</b>	<b>1.9309</b>	<b>2.9700e-003</b>		<b>0.1248</b>	<b>0.1248</b>		<b>0.1148</b>	<b>0.1148</b>	<b>0.0000</b>	<b>271.5914</b>	<b>271.5914</b>	<b>0.0846</b>	<b>0.0000</b>	<b>273.7051</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7200e-003	6.3200e-003	0.0671	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.6043	13.6043	4.6000e-004	0.0000	13.6159
<b>Total</b>	<b>8.7200e-003</b>	<b>6.3200e-003</b>	<b>0.0671</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.6043</b>	<b>13.6043</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>13.6159</b>

**3.4 Paving - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1898	1.9894	1.9138	2.9800e-003		0.1076	0.1076		0.0990	0.0990	0.0000	267.2011	267.2011	0.0845	0.0000	269.3146
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1898</b>	<b>1.9894</b>	<b>1.9138</b>	<b>2.9800e-003</b>		<b>0.1076</b>	<b>0.1076</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>267.2011</b>	<b>267.2011</b>	<b>0.0845</b>	<b>0.0000</b>	<b>269.3146</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9200e-003	5.5600e-003	0.0601	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.1421	13.1421	4.1000e-004	0.0000	13.1524
<b>Total</b>	<b>7.9200e-003</b>	<b>5.5600e-003</b>	<b>0.0601</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.1421</b>	<b>13.1421</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>13.1524</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1898	1.5915	1.9138	2.9800e-003		0.1076	0.1076		0.0990	0.0990	0.0000	267.2008	267.2008	0.0845	0.0000	269.3143
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1898</b>	<b>1.5915</b>	<b>1.9138</b>	<b>2.9800e-003</b>		<b>0.1076</b>	<b>0.1076</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>267.2008</b>	<b>267.2008</b>	<b>0.0845</b>	<b>0.0000</b>	<b>269.3143</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9200e-003	5.5600e-003	0.0601	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.1421	13.1421	4.1000e-004	0.0000	13.1524
<b>Total</b>	<b>7.9200e-003</b>	<b>5.5600e-003</b>	<b>0.0601</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.1421</b>	<b>13.1421</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>13.1524</b>

**3.4 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.8426	1.9194	2.9900e-003		0.0986	0.0986		0.0907	0.0907	0.0000	262.3697	262.3697	0.0849	0.0000	264.4911
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1777</b>	<b>1.8426</b>	<b>1.9194</b>	<b>2.9900e-003</b>		<b>0.0986</b>	<b>0.0986</b>		<b>0.0907</b>	<b>0.0907</b>	<b>0.0000</b>	<b>262.3697</b>	<b>262.3697</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4911</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3100e-003	4.9600e-003	0.0544	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8400e-003	1.0000e-004	3.9300e-003	0.0000	12.7870	12.7870	3.6000e-004	0.0000	12.7960
<b>Total</b>	<b>7.3100e-003</b>	<b>4.9600e-003</b>	<b>0.0544</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>1.0000e-004</b>	<b>3.9300e-003</b>	<b>0.0000</b>	<b>12.7870</b>	<b>12.7870</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>12.7960</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.4741	1.9194	2.9900e-003		0.0986	0.0986		0.0907	0.0907	0.0000	262.3694	262.3694	0.0849	0.0000	264.4908
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1777</b>	<b>1.4741</b>	<b>1.9194</b>	<b>2.9900e-003</b>		<b>0.0986</b>	<b>0.0986</b>		<b>0.0907</b>	<b>0.0907</b>	<b>0.0000</b>	<b>262.3694</b>	<b>262.3694</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4908</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3100e-003	4.9600e-003	0.0544	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8400e-003	1.0000e-004	3.9300e-003	0.0000	12.7870	12.7870	3.6000e-004	0.0000	12.7960
<b>Total</b>	<b>7.3100e-003</b>	<b>4.9600e-003</b>	<b>0.0544</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>1.0000e-004</b>	<b>3.9300e-003</b>	<b>0.0000</b>	<b>12.7870</b>	<b>12.7870</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>12.7960</b>

**3.4 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.6859	1.9123	2.9700e-003		0.0884	0.0884		0.0814	0.0814	0.0000	261.3064	261.3064	0.0845	0.0000	263.4192
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1639</b>	<b>1.6859</b>	<b>1.9123</b>	<b>2.9700e-003</b>		<b>0.0884</b>	<b>0.0884</b>		<b>0.0814</b>	<b>0.0814</b>	<b>0.0000</b>	<b>261.3064</b>	<b>261.3064</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.4192</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7800e-003	4.4300e-003	0.0495	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8200e-003	9.0000e-005	3.9200e-003	0.0000	12.3044	12.3044	3.2000e-004	0.0000	12.3125
<b>Total</b>	<b>6.7800e-003</b>	<b>4.4300e-003</b>	<b>0.0495</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>12.3044</b>	<b>12.3044</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>12.3125</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.3488	1.9122	2.9700e-003		0.0884	0.0884		0.0814	0.0814	0.0000	261.3061	261.3061	0.0845	0.0000	263.4189
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1639</b>	<b>1.3488</b>	<b>1.9122</b>	<b>2.9700e-003</b>		<b>0.0884</b>	<b>0.0884</b>		<b>0.0814</b>	<b>0.0814</b>	<b>0.0000</b>	<b>261.3061</b>	<b>261.3061</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.4189</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7800e-003	4.4300e-003	0.0495	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8200e-003	9.0000e-005	3.9200e-003	0.0000	12.3044	12.3044	3.2000e-004	0.0000	12.3125
<b>Total</b>	<b>6.7800e-003</b>	<b>4.4300e-003</b>	<b>0.0495</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>12.3044</b>	<b>12.3044</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>12.3125</b>

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3583	260.3583	0.0842	0.0000	262.4634
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1434</b>	<b>1.4462</b>	<b>1.8955</b>	<b>2.9600e-003</b>		<b>0.0738</b>	<b>0.0738</b>		<b>0.0679</b>	<b>0.0679</b>	<b>0.0000</b>	<b>260.3583</b>	<b>260.3583</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4634</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3100e-003	3.9700e-003	0.0454	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.8183	11.8183	2.9000e-004	0.0000	11.8255
<b>Total</b>	<b>6.3100e-003</b>	<b>3.9700e-003</b>	<b>0.0454</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.8183</b>	<b>11.8183</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>11.8255</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.1570	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3579	260.3579	0.0842	0.0000	262.4631
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1434</b>	<b>1.1570</b>	<b>1.8955</b>	<b>2.9600e-003</b>		<b>0.0738</b>	<b>0.0738</b>		<b>0.0679</b>	<b>0.0679</b>	<b>0.0000</b>	<b>260.3579</b>	<b>260.3579</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4631</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3100e-003	3.9700e-003	0.0454	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.8183	11.8183	2.9000e-004	0.0000	11.8255
<b>Total</b>	<b>6.3100e-003</b>	<b>3.9700e-003</b>	<b>0.0454</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.8183</b>	<b>11.8183</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>11.8255</b>

**3.4 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1343	1.3249	1.8960	2.9600e-003		0.0663	0.0663		0.0610	0.0610	0.0000	260.3493	260.3493	0.0842	0.0000	262.4543
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1343</b>	<b>1.3249</b>	<b>1.8960</b>	<b>2.9600e-003</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>260.3493</b>	<b>260.3493</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4543</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9100e-003	3.5700e-003	0.0417	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.3745	11.3745	2.6000e-004	0.0000	11.3809
<b>Total</b>	<b>5.9100e-003</b>	<b>3.5700e-003</b>	<b>0.0417</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.3745</b>	<b>11.3745</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>11.3809</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1343	1.0599	1.8960	2.9600e-003		0.0663	0.0663		0.0610	0.0610	0.0000	260.3490	260.3490	0.0842	0.0000	262.4540
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1343</b>	<b>1.0599</b>	<b>1.8960</b>	<b>2.9600e-003</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>260.3490</b>	<b>260.3490</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4540</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9100e-003	3.5700e-003	0.0417	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.3745	11.3745	2.6000e-004	0.0000	11.3809
<b>Total</b>	<b>5.9100e-003</b>	<b>3.5700e-003</b>	<b>0.0417</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.3745</b>	<b>11.3745</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>11.3809</b>

**3.4 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1295	1.2477	1.9160	2.9900e-003		0.0614	0.0614		0.0565	0.0565	0.0000	262.3476	262.3476	0.0849	0.0000	264.4688
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1295</b>	<b>1.2477</b>	<b>1.9160</b>	<b>2.9900e-003</b>		<b>0.0614</b>	<b>0.0614</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>262.3476</b>	<b>262.3476</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4688</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.2500e-003	0.0389	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8400e-003	9.0000e-005	3.9200e-003	0.0000	11.0164	11.0164	2.4000e-004	0.0000	11.0223
<b>Total</b>	<b>5.6000e-003</b>	<b>3.2500e-003</b>	<b>0.0389</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>11.0164</b>	<b>11.0164</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>11.0223</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1295	0.9982	1.9160	2.9900e-003		0.0614	0.0614		0.0565	0.0565	0.0000	262.3473	262.3473	0.0849	0.0000	264.4685
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1295</b>	<b>0.9982</b>	<b>1.9160</b>	<b>2.9900e-003</b>		<b>0.0614</b>	<b>0.0614</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>262.3473</b>	<b>262.3473</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4685</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.2500e-003	0.0389	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8400e-003	9.0000e-005	3.9200e-003	0.0000	11.0164	11.0164	2.4000e-004	0.0000	11.0223
<b>Total</b>	<b>5.6000e-003</b>	<b>3.2500e-003</b>	<b>0.0389</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>11.0164</b>	<b>11.0164</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>11.0223</b>

**3.4 Paving - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2700e-003	2.9400e-003	0.0359	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.5350	10.5350	2.1000e-004	0.0000	10.5403
<b>Total</b>	<b>5.2700e-003</b>	<b>2.9400e-003</b>	<b>0.0359</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.5350</b>	<b>10.5350</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>10.5403</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	0.8959	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>0.8959</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2700e-003	2.9400e-003	0.0359	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.5350	10.5350	2.1000e-004	0.0000	10.5403
<b>Total</b>	<b>5.2700e-003</b>	<b>2.9400e-003</b>	<b>0.0359</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.5350</b>	<b>10.5350</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>10.5403</b>

**3.4 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9900e-003	2.6900e-003	0.0334	1.1000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.1436	10.1436	1.9000e-004	0.0000	10.1484
<b>Total</b>	<b>4.9900e-003</b>	<b>2.6900e-003</b>	<b>0.0334</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.1436</b>	<b>10.1436</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>10.1484</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	0.8959	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>0.8959</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9900e-003	2.6900e-003	0.0334	1.1000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.1436	10.1436	1.9000e-004	0.0000	10.1484
<b>Total</b>	<b>4.9900e-003</b>	<b>2.6900e-003</b>	<b>0.0334</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.1436</b>	<b>10.1436</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>10.1484</b>

**3.4 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7200e-003	2.4600e-003	0.0311	1.1000e-004	0.0144	8.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9000e-003	0.0000	9.7932	9.7932	1.8000e-004	0.0000	9.7976
<b>Total</b>	<b>4.7200e-003</b>	<b>2.4600e-003</b>	<b>0.0311</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>8.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>9.7932</b>	<b>9.7932</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>9.7976</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	0.8959	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>0.8959</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.4 Paving - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7200e-003	2.4600e-003	0.0311	1.1000e-004	0.0144	8.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9000e-003	0.0000	9.7932	9.7932	1.8000e-004	0.0000	9.7976
<b>Total</b>	<b>4.7200e-003</b>	<b>2.4600e-003</b>	<b>0.0311</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>8.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>9.7932</b>	<b>9.7932</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>9.7976</b>

**3.5 Architectural Coating - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.0470	0.0402	6.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	5.4895	5.4895	5.8000e-004	0.0000	5.5040
<b>Total</b>	<b>1.9052</b>	<b>0.0470</b>	<b>0.0402</b>	<b>6.0000e-005</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>	<b>0.0000</b>	<b>5.4895</b>	<b>5.4895</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>5.5040</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0198	0.2087	4.2000e-004	0.0392	3.1000e-004	0.0395	0.0104	2.9000e-004	0.0107	0.0000	38.0776	38.0776	1.4400e-003	0.0000	38.1137
<b>Total</b>	<b>0.0267</b>	<b>0.0198</b>	<b>0.2087</b>	<b>4.2000e-004</b>	<b>0.0392</b>	<b>3.1000e-004</b>	<b>0.0395</b>	<b>0.0104</b>	<b>2.9000e-004</b>	<b>0.0107</b>	<b>0.0000</b>	<b>38.0776</b>	<b>38.0776</b>	<b>1.4400e-003</b>	<b>0.0000</b>	<b>38.1137</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.0376	0.0402	6.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	5.4895	5.4895	5.8000e-004	0.0000	5.5040
<b>Total</b>	<b>1.9052</b>	<b>0.0376</b>	<b>0.0402</b>	<b>6.0000e-005</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>	<b>0.0000</b>	<b>5.4895</b>	<b>5.4895</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>5.5040</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0198	0.2087	4.2000e-004	0.0392	3.1000e-004	0.0395	0.0104	2.9000e-004	0.0107	0.0000	38.0776	38.0776	1.4400e-003	0.0000	38.1137
<b>Total</b>	<b>0.0267</b>	<b>0.0198</b>	<b>0.2087</b>	<b>4.2000e-004</b>	<b>0.0392</b>	<b>3.1000e-004</b>	<b>0.0395</b>	<b>0.0104</b>	<b>2.9000e-004</b>	<b>0.0107</b>	<b>0.0000</b>	<b>38.0776</b>	<b>38.0776</b>	<b>1.4400e-003</b>	<b>0.0000</b>	<b>38.1137</b>

**3.5 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3992
<b>Total</b>	<b>11.5595</b>	<b>0.2618</b>	<b>0.2420</b>	<b>3.9000e-004</b>		<b>0.0197</b>	<b>0.0197</b>		<b>0.0197</b>	<b>0.0197</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>3.1700e-003</b>	<b>0.0000</b>	<b>33.3992</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1441	0.1045	1.1093	2.4900e-003	0.2377	1.8100e-003	0.2395	0.0632	1.6700e-003	0.0649	0.0000	224.9246	224.9246	7.6700e-003	0.0000	225.1163
<b>Total</b>	<b>0.1441</b>	<b>0.1045</b>	<b>1.1093</b>	<b>2.4900e-003</b>	<b>0.2377</b>	<b>1.8100e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6700e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>224.9246</b>	<b>224.9246</b>	<b>7.6700e-003</b>	<b>0.0000</b>	<b>225.1163</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2094	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3991
<b>Total</b>	<b>11.5595</b>	<b>0.2094</b>	<b>0.2420</b>	<b>3.9000e-004</b>		<b>0.0197</b>	<b>0.0197</b>		<b>0.0197</b>	<b>0.0197</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>3.1700e-003</b>	<b>0.0000</b>	<b>33.3991</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1441	0.1045	1.1093	2.4900e-003	0.2377	1.8100e-003	0.2395	0.0632	1.6700e-003	0.0649	0.0000	224.9246	224.9246	7.6700e-003	0.0000	225.1163
<b>Total</b>	<b>0.1441</b>	<b>0.1045</b>	<b>1.1093</b>	<b>2.4900e-003</b>	<b>0.2377</b>	<b>1.8100e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6700e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>224.9246</b>	<b>224.9246</b>	<b>7.6700e-003</b>	<b>0.0000</b>	<b>225.1163</b>

**3.5 Architectural Coating - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3200	33.3200	2.8100e-003	0.0000	33.3903
<b>Total</b>	<b>11.5553</b>	<b>0.2395</b>	<b>0.2403</b>	<b>3.9000e-004</b>		<b>0.0168</b>	<b>0.0168</b>		<b>0.0168</b>	<b>0.0168</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>33.3903</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1309	0.0920	0.9931	2.4100e-003	0.2377	1.7500e-003	0.2395	0.0632	1.6200e-003	0.0648	0.0000	217.2834	217.2834	6.7600e-003	0.0000	217.4524
<b>Total</b>	<b>0.1309</b>	<b>0.0920</b>	<b>0.9931</b>	<b>2.4100e-003</b>	<b>0.2377</b>	<b>1.7500e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6200e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>217.2834</b>	<b>217.2834</b>	<b>6.7600e-003</b>	<b>0.0000</b>	<b>217.4524</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.1916	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3199	33.3199	2.8100e-003	0.0000	33.3903
<b>Total</b>	<b>11.5553</b>	<b>0.1916</b>	<b>0.2403</b>	<b>3.9000e-004</b>		<b>0.0168</b>	<b>0.0168</b>		<b>0.0168</b>	<b>0.0168</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>33.3903</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1309	0.0920	0.9931	2.4100e-003	0.2377	1.7500e-003	0.2395	0.0632	1.6200e-003	0.0648	0.0000	217.2834	217.2834	6.7600e-003	0.0000	217.4524
<b>Total</b>	<b>0.1309</b>	<b>0.0920</b>	<b>0.9931</b>	<b>2.4100e-003</b>	<b>0.2377</b>	<b>1.7500e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6200e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>217.2834</b>	<b>217.2834</b>	<b>6.7600e-003</b>	<b>0.0000</b>	<b>217.4524</b>

**3.5 Architectural Coating - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5647					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.2206	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5124
<b>Total</b>	<b>11.5964</b>	<b>0.2206</b>	<b>0.2399</b>	<b>3.9000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0145</b>	<b>0.0145</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>2.5900e-003</b>	<b>0.0000</b>	<b>33.5124</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1209	0.0820	0.8993	2.3400e-003	0.2386	1.7200e-003	0.2403	0.0635	1.5800e-003	0.0650	0.0000	211.4111	211.4111	5.9800e-003	0.0000	211.5605
<b>Total</b>	<b>0.1209</b>	<b>0.0820</b>	<b>0.8993</b>	<b>2.3400e-003</b>	<b>0.2386</b>	<b>1.7200e-003</b>	<b>0.2403</b>	<b>0.0635</b>	<b>1.5800e-003</b>	<b>0.0650</b>	<b>0.0000</b>	<b>211.4111</b>	<b>211.4111</b>	<b>5.9800e-003</b>	<b>0.0000</b>	<b>211.5605</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5647					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.1765	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5123
<b>Total</b>	<b>11.5964</b>	<b>0.1765</b>	<b>0.2399</b>	<b>3.9000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0145</b>	<b>0.0145</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>2.5900e-003</b>	<b>0.0000</b>	<b>33.5123</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1209	0.0820	0.8993	2.3400e-003	0.2386	1.7200e-003	0.2403	0.0635	1.5800e-003	0.0650	0.0000	211.4111	211.4111	5.9800e-003	0.0000	211.5605
<b>Total</b>	<b>0.1209</b>	<b>0.0820</b>	<b>0.8993</b>	<b>2.3400e-003</b>	<b>0.2386</b>	<b>1.7200e-003</b>	<b>0.2403</b>	<b>0.0635</b>	<b>1.5800e-003</b>	<b>0.0650</b>	<b>0.0000</b>	<b>211.4111</b>	<b>211.4111</b>	<b>5.9800e-003</b>	<b>0.0000</b>	<b>211.5605</b>

**3.5 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.1993	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3200	33.3200	2.2900e-003	0.0000	33.3771
<b>Total</b>	<b>11.5491</b>	<b>0.1993</b>	<b>0.2372</b>	<b>3.9000e-004</b>		<b>0.0123</b>	<b>0.0123</b>		<b>0.0123</b>	<b>0.0123</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>33.3771</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1121	0.0732	0.8191	2.2500e-003	0.2377	1.6600e-003	0.2394	0.0632	1.5300e-003	0.0648	0.0000	203.4333	203.4333	5.3400e-003	0.0000	203.5668
<b>Total</b>	<b>0.1121</b>	<b>0.0732</b>	<b>0.8191</b>	<b>2.2500e-003</b>	<b>0.2377</b>	<b>1.6600e-003</b>	<b>0.2394</b>	<b>0.0632</b>	<b>1.5300e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>203.4333</b>	<b>203.4333</b>	<b>5.3400e-003</b>	<b>0.0000</b>	<b>203.5668</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.1594	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3199	33.3199	2.2900e-003	0.0000	33.3771
<b>Total</b>	<b>11.5491</b>	<b>0.1594</b>	<b>0.2372</b>	<b>3.9000e-004</b>		<b>0.0123</b>	<b>0.0123</b>		<b>0.0123</b>	<b>0.0123</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>33.3771</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1121	0.0732	0.8191	2.2500e-003	0.2377	1.6600e-003	0.2394	0.0632	1.5300e-003	0.0648	0.0000	203.4333	203.4333	5.3400e-003	0.0000	203.5668
<b>Total</b>	<b>0.1121</b>	<b>0.0732</b>	<b>0.8191</b>	<b>2.2500e-003</b>	<b>0.2377</b>	<b>1.6600e-003</b>	<b>0.2394</b>	<b>0.0632</b>	<b>1.5300e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>203.4333</b>	<b>203.4333</b>	<b>5.3400e-003</b>	<b>0.0000</b>	<b>203.5668</b>

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>11.5030</b>	<b>0.1831</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1043	0.0656	0.7498	2.1600e-003	0.2368	1.6100e-003	0.2384	0.0630	1.4900e-003	0.0645	0.0000	195.3951	195.3951	4.7800e-003	0.0000	195.5146
<b>Total</b>	<b>0.1043</b>	<b>0.0656</b>	<b>0.7498</b>	<b>2.1600e-003</b>	<b>0.2368</b>	<b>1.6100e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>195.3951</b>	<b>195.3951</b>	<b>4.7800e-003</b>	<b>0.0000</b>	<b>195.5146</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1465	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>11.5030</b>	<b>0.1465</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1043	0.0656	0.7498	2.1600e-003	0.2368	1.6100e-003	0.2384	0.0630	1.4900e-003	0.0645	0.0000	195.3951	195.3951	4.7800e-003	0.0000	195.5146
<b>Total</b>	<b>0.1043</b>	<b>0.0656</b>	<b>0.7498</b>	<b>2.1600e-003</b>	<b>0.2368</b>	<b>1.6100e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>195.3951</b>	<b>195.3951</b>	<b>4.7800e-003</b>	<b>0.0000</b>	<b>195.5146</b>

**3.5 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.1694	0.2355	3.9000e-004		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	33.1923	33.1923	1.9900e-003	0.0000	33.2419
<b>Total</b>	<b>11.5013</b>	<b>0.1694</b>	<b>0.2355</b>	<b>3.9000e-004</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.9900e-003</b>	<b>0.0000</b>	<b>33.2419</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0977	0.0590	0.6886	2.0800e-003	0.2368	1.5700e-003	0.2384	0.0630	1.4500e-003	0.0644	0.0000	188.0577	188.0577	4.2900e-003	0.0000	188.1649
<b>Total</b>	<b>0.0977</b>	<b>0.0590</b>	<b>0.6886</b>	<b>2.0800e-003</b>	<b>0.2368</b>	<b>1.5700e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4500e-003</b>	<b>0.0644</b>	<b>0.0000</b>	<b>188.0577</b>	<b>188.0577</b>	<b>4.2900e-003</b>	<b>0.0000</b>	<b>188.1649</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.1355	0.2354	3.9000e-004		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	33.1923	33.1923	1.9900e-003	0.0000	33.2419
<b>Total</b>	<b>11.5013</b>	<b>0.1355</b>	<b>0.2354</b>	<b>3.9000e-004</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.9900e-003</b>	<b>0.0000</b>	<b>33.2419</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0977	0.0590	0.6886	2.0800e-003	0.2368	1.5700e-003	0.2384	0.0630	1.4500e-003	0.0644	0.0000	188.0577	188.0577	4.2900e-003	0.0000	188.1649
<b>Total</b>	<b>0.0977</b>	<b>0.0590</b>	<b>0.6886</b>	<b>2.0800e-003</b>	<b>0.2368</b>	<b>1.5700e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4500e-003</b>	<b>0.0644</b>	<b>0.0000</b>	<b>188.0577</b>	<b>188.0577</b>	<b>4.2900e-003</b>	<b>0.0000</b>	<b>188.1649</b>

**3.5 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5647					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1597	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>11.5883</b>	<b>0.1597</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0925	0.0538	0.6426	2.0100e-003	0.2386	1.5500e-003	0.2402	0.0635	1.4300e-003	0.0649	0.0000	182.1377	182.1377	3.9000e-003	0.0000	182.2351
<b>Total</b>	<b>0.0925</b>	<b>0.0538</b>	<b>0.6426</b>	<b>2.0100e-003</b>	<b>0.2386</b>	<b>1.5500e-003</b>	<b>0.2402</b>	<b>0.0635</b>	<b>1.4300e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>182.1377</b>	<b>182.1377</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>182.2351</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5647					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1277	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>11.5883</b>	<b>0.1277</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0925	0.0538	0.6426	2.0100e-003	0.2386	1.5500e-003	0.2402	0.0635	1.4300e-003	0.0649	0.0000	182.1377	182.1377	3.9000e-003	0.0000	182.2351
<b>Total</b>	<b>0.0925</b>	<b>0.0538</b>	<b>0.6426</b>	<b>2.0100e-003</b>	<b>0.2386</b>	<b>1.5500e-003</b>	<b>0.2402</b>	<b>0.0635</b>	<b>1.4300e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>182.1377</b>	<b>182.1377</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>182.2351</b>

**3.5 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0871	0.0486	0.5930	1.9300e-003	0.2377	1.5200e-003	0.2392	0.0632	1.4000e-003	0.0646	0.0000	174.1782	174.1782	3.5200e-003	0.0000	174.2661
<b>Total</b>	<b>0.0871</b>	<b>0.0486</b>	<b>0.5930</b>	<b>1.9300e-003</b>	<b>0.2377</b>	<b>1.5200e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.4000e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>174.1782</b>	<b>174.1782</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>174.2661</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1196	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1196</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0871	0.0486	0.5930	1.9300e-003	0.2377	1.5200e-003	0.2392	0.0632	1.4000e-003	0.0646	0.0000	174.1782	174.1782	3.5200e-003	0.0000	174.2661
<b>Total</b>	<b>0.0871</b>	<b>0.0486</b>	<b>0.5930</b>	<b>1.9300e-003</b>	<b>0.2377</b>	<b>1.5200e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.4000e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>174.1782</b>	<b>174.1782</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>174.2661</b>

**3.5 Architectural Coating - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0825	0.0444	0.5519	1.8500e-003	0.2377	1.4700e-003	0.2392	0.0632	1.3500e-003	0.0646	0.0000	167.7067	167.7067	3.2000e-003	0.0000	167.7868
<b>Total</b>	<b>0.0825</b>	<b>0.0444</b>	<b>0.5519</b>	<b>1.8500e-003</b>	<b>0.2377</b>	<b>1.4700e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.3500e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>167.7067</b>	<b>167.7067</b>	<b>3.2000e-003</b>	<b>0.0000</b>	<b>167.7868</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1196	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1196</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0825	0.0444	0.5519	1.8500e-003	0.2377	1.4700e-003	0.2392	0.0632	1.3500e-003	0.0646	0.0000	167.7067	167.7067	3.2000e-003	0.0000	167.7868
<b>Total</b>	<b>0.0825</b>	<b>0.0444</b>	<b>0.5519</b>	<b>1.8500e-003</b>	<b>0.2377</b>	<b>1.4700e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.3500e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>167.7067</b>	<b>167.7067</b>	<b>3.2000e-003</b>	<b>0.0000</b>	<b>167.7868</b>

**3.5 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0781	0.0407	0.5149	1.7900e-003	0.2377	1.4000e-003	0.2391	0.0632	1.2900e-003	0.0645	0.0000	161.9136	161.9136	2.9200e-003	0.0000	161.9865
<b>Total</b>	<b>0.0781</b>	<b>0.0407</b>	<b>0.5149</b>	<b>1.7900e-003</b>	<b>0.2377</b>	<b>1.4000e-003</b>	<b>0.2391</b>	<b>0.0632</b>	<b>1.2900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>161.9136</b>	<b>161.9136</b>	<b>2.9200e-003</b>	<b>0.0000</b>	<b>161.9865</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1196	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1196</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**3.5 Architectural Coating - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0781	0.0407	0.5149	1.7900e-003	0.2377	1.4000e-003	0.2391	0.0632	1.2900e-003	0.0645	0.0000	161.9136	161.9136	2.9200e-003	0.0000	161.9865
<b>Total</b>	<b>0.0781</b>	<b>0.0407</b>	<b>0.5149</b>	<b>1.7900e-003</b>	<b>0.2377</b>	<b>1.4000e-003</b>	<b>0.2391</b>	<b>0.0632</b>	<b>1.2900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>161.9136</b>	<b>161.9136</b>	<b>2.9200e-003</b>	<b>0.0000</b>	<b>161.9865</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

	ROG	NOx	CO	SO2	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	8.3170	42.8345	109.8344	0.5366	64.2591	0.2681	64.5272	17.2050	0.2492	17.4542	0.0000	49,655.51 31	49,655.51 31	1.7213	0.0000	49,698.54 55
Unmitigated	8.3170	42.8345	109.8344	0.5366	64.2591	0.2681	64.5272	17.2050	0.2492	17.4542	0.0000	49,655.51 31	49,655.51 31	1.7213	0.0000	49,698.54 55

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	15,277.14	14,607.09	13401.00	78,626,449	78,626,449
General Office Building	6,600.48	1,474.57	631.96	21,277,272	21,277,272
Government Office Building	5,129.92	0.00	0.00	10,804,446	10,804,446
High Turnover (Sit Down Restaurant)	6,079.45	7,572.01	6303.48	11,444,843	11,444,843
Medical Office Building	3,972.23	985.01	167.39	10,264,751	10,264,751
Strip Mall	17,434.04	16,535.86	8037.62	40,247,497	40,247,497
Total	54,493.26	41,174.54	28,541.45	172,665,257	172,665,257

4.3 Trip Type Information

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

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 Mid Rise	20.55	10.28	13.36	46.50	12.50	41.00	86	11	3
General Office Building	20.55	10.28	13.36	33.00	48.00	19.00	77	19	4
Government Office Building	20.55	10.28	13.36	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down)	20.55	10.28	13.36	8.50	72.50	19.00	37	20	43
Medical Office Building	20.55	10.28	13.36	29.60	51.40	19.00	60	30	10
Strip Mall	20.55	10.28	13.36	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Government Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Medical Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
High Turnover (Sit Down Restaurant)	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Apartments Mid Rise	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Strip Mall	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	45,009.0518	45,009.0518	2.2112	0.4575	45,200.6591
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	45,009.0518	45,009.0518	2.2112	0.4575	45,200.6591
NaturalGas Mitigated	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	15,760.4160	15,760.4160	0.3021	0.2889	15,854.0722
NaturalGas Unmitigated	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	15,760.4160	15,760.4160	0.3021	0.2889	15,854.0722

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**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 Mid Rise	1.72554e+008	0.9304	7.9510	3.3834	0.0508		0.6429	0.6429		0.6429	0.6429	0.0000	9,208.1219	9,208.1219	0.1765	0.1688	9,262.8412
General Office Building	4.62033e+007	0.2491	2.2649	1.9025	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	2,465.5861	2,465.5861	0.0473	0.0452	2,480.2379
Government Office Building	5.73575e+006	0.0309	0.2812	0.2362	1.6900e-003		0.0214	0.0214		0.0214	0.0214	0.0000	306.0813	306.0813	5.8700e-003	5.6100e-003	307.9002
High Turnover (Sit Down Restaurant)	4.98453e+007	0.2688	2.4434	2.0525	0.0147		0.1857	0.1857		0.1857	0.1857	0.0000	2,659.9372	2,659.9372	0.0510	0.0488	2,675.7438
Medical Office Building	8.47237e+006	0.0457	0.4153	0.3489	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	452.1179	452.1179	8.6700e-003	8.2900e-003	454.8046
Strip Mall	1.25286e+007	0.0676	0.6142	0.5159	3.6800e-003		0.0467	0.0467		0.0467	0.0467	0.0000	668.5716	668.5716	0.0128	0.0123	672.5446
<b>Total</b>		<b>1.5925</b>	<b>13.9699</b>	<b>8.4393</b>	<b>0.0869</b>		<b>1.1003</b>	<b>1.1003</b>		<b>1.1003</b>	<b>1.1003</b>	<b>0.0000</b>	<b>15,760.4160</b>	<b>15,760.4160</b>	<b>0.3021</b>	<b>0.2890</b>	<b>15,854.0722</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**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					
Apartments Mid Rise	1.72554e+008	0.9304	7.9510	3.3834	0.0508		0.6429	0.6429		0.6429	0.6429	0.0000	9,208.1219	9,208.1219	0.1765	0.1688	9,262.8412
General Office Building	4.62033e+007	0.2491	2.2649	1.9025	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	2,465.5861	2,465.5861	0.0473	0.0452	2,480.2379
Government Office Building	5.73575e+006	0.0309	0.2812	0.2362	1.6900e-003		0.0214	0.0214		0.0214	0.0214	0.0000	306.0813	306.0813	5.8700e-003	5.6100e-003	307.9002
High Turnover (Sit Down Restaurant)	4.98453e+007	0.2688	2.4434	2.0525	0.0147		0.1857	0.1857		0.1857	0.1857	0.0000	2,659.9372	2,659.9372	0.0510	0.0488	2,675.7438
Medical Office Building	8.47237e+006	0.0457	0.4153	0.3489	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	452.1179	452.1179	8.6700e-003	8.2900e-003	454.8046
Strip Mall	1.25286e+007	0.0676	0.6142	0.5159	3.6800e-003		0.0467	0.0467		0.0467	0.0467	0.0000	668.5716	668.5716	0.0128	0.0123	672.5446
<b>Total</b>		<b>1.5925</b>	<b>13.9699</b>	<b>8.4393</b>	<b>0.0869</b>		<b>1.1003</b>	<b>1.1003</b>		<b>1.1003</b>	<b>1.1003</b>	<b>0.0000</b>	<b>15,760.4160</b>	<b>15,760.4160</b>	<b>0.3021</b>	<b>0.2890</b>	<b>15,854.0722</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.11359e+007	16,369.7549	0.8042	0.1664	16,439.4423
General Office Building	5.18559e+007	13,884.9349	0.6821	0.1411	13,944.0442
Government Office Building	6.43746e+006	1,723.6951	0.0847	0.0175	1,731.0330
High Turnover (Sit Down Restaurant)	1.18425e+007	3,170.9407	0.1558	0.0322	3,184.4397
Medical Office Building	9.50888e+006	2,546.0992	0.1251	0.0259	2,556.9382
Strip Mall	2.73141e+007	7,313.6270	0.3593	0.0743	7,344.7617
<b>Total</b>		<b>45,009.0518</b>	<b>2.2111</b>	<b>0.4575</b>	<b>45,200.6591</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.11359e+007	16,369.7549	0.8042	0.1664	16,439.4423
General Office Building	5.18559e+007	13,884.9349	0.6821	0.1411	13,944.0442
Government Office Building	6.43746e+006	1,723.6951	0.0847	0.0175	1,731.0330
High Turnover (Sit Down Restaurant)	1.18425e+007	3,170.9407	0.1558	0.0322	3,184.4397
Medical Office Building	9.50888e+006	2,546.0992	0.1251	0.0259	2,556.9382
Strip Mall	2.73141e+007	7,313.6270	0.3593	0.0743	7,344.7617
<b>Total</b>		<b>45,009.0518</b>	<b>2.2111</b>	<b>0.4575</b>	<b>45,200.6591</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

	ROG	NOx	CO	SO2	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	96.1904	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Unmitigated	96.1904	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091

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	11.7103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	80.3541					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	4.1259	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
<b>Total</b>	<b>96.1904</b>	<b>1.5896</b>	<b>137.8052</b>	<b>7.3000e-003</b>		<b>0.7667</b>	<b>0.7667</b>		<b>0.7667</b>	<b>0.7667</b>	<b>0.0000</b>	<b>225.9252</b>	<b>225.9252</b>	<b>0.2154</b>	<b>0.0000</b>	<b>231.3091</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**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	11.7103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	80.3541					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	4.1259	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
<b>Total</b>	<b>96.1904</b>	<b>1.5896</b>	<b>137.8052</b>	<b>7.3000e-003</b>		<b>0.7667</b>	<b>0.7667</b>		<b>0.7667</b>	<b>0.7667</b>	<b>0.0000</b>	<b>225.9252</b>	<b>225.9252</b>	<b>0.2154</b>	<b>0.0000</b>	<b>231.3091</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4,282.515 0	2.5152	1.5140	4,796.551 7
Unmitigated	4,282.515 0	2.5152	1.5140	4,796.551 7

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	873.129 / 550.451	1,989.653 1	1.1458	0.6889	2,223.582 2
General Office Building	624.004 / 382.454	1,411.703 2	0.8184	0.4922	1,578.842 9
Government Office Building	86.5858 / 53.0687	195.8859	0.1136	0.0683	219.0779
High Turnover (Sit Down Restaurant)	84.9985 / 5.42544	148.5572	0.1093	0.0666	171.1379
Medical Office Building	80.7844 / 15.3875	150.7800	0.1044	0.0634	172.2820
Strip Mall	170.592 / 104.556	385.9357	0.2237	0.1346	431.6288
<b>Total</b>		<b>4,282.515 0</b>	<b>2.5152</b>	<b>1.5139</b>	<b>4,796.551 7</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	873.129 / 550.451	1,989.653 1	1.1458	0.6889	2,223.582 2
General Office Building	624.004 / 382.454	1,411.703 2	0.8184	0.4922	1,578.842 9
Government Office Building	86.5858 / 53.0687	195.8859	0.1136	0.0683	219.0779
High Turnover (Sit Down Restaurant)	84.9985 / 5.42544	148.5572	0.1093	0.0666	171.1379
Medical Office Building	80.7844 / 15.3875	150.7800	0.1044	0.0634	172.2820
Strip Mall	170.592 / 104.556	385.9357	0.2237	0.1346	431.6288
<b>Total</b>		<b>4,282.515 0</b>	<b>2.5152</b>	<b>1.5139</b>	<b>4,796.551 7</b>

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,575.1159	270.3816	0.0000	11,334.6559
Unmitigated	4,575.1159	270.3816	0.0000	11,334.6559

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	6164.46	1,251.3297	73.9515	0.0000	3,100.1163
General Office Building	3265.13	662.7919	39.1699	0.0000	1,642.0388
Government Office Building	405.34	82.2804	4.8626	0.0000	203.8461
High Turnover (Sit Down Restaurant)	3332.36	676.4390	39.9764	0.0000	1,675.8489
Medical Office Building	6953.04	1,411.4043	83.4116	0.0000	3,496.6944
Strip Mall	2418.19	490.8707	29.0096	0.0000	1,216.1114
<b>Total</b>		<b>4,575.1159</b>	<b>270.3816</b>	<b>0.0000</b>	<b>11,334.6559</b>

Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	6164.46	1,251.3297	73.9515	0.0000	3,100.1163
General Office Building	3265.13	662.7919	39.1699	0.0000	1,642.0388
Government Office Building	405.34	82.2804	4.8626	0.0000	203.8461
High Turnover (Sit Down Restaurant)	3332.36	676.4390	39.9764	0.0000	1,675.8489
Medical Office Building	6953.04	1,411.4043	83.4116	0.0000	3,496.6944
Strip Mall	2418.19	490.8707	29.0096	0.0000	1,216.1114
<b>Total</b>		<b>4,575.1159</b>	<b>270.3816</b>	<b>0.0000</b>	<b>11,334.6559</b>

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

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

Boilers



Sacramento Downtown Specific Plan - Adjusted - Sacramento County, Annual

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**Sacramento Downtown Specific Plan - NonAdjusted**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	13,401.00	Dwelling Unit	352.66	13,401,000.00	35781
High Turnover (Sit Down Restaurant)	280.03	1000sqft	6.43	280,030.00	0
Government Office Building	435.84	1000sqft	10.01	435,837.00	0
General Office Building	3,510.89	1000sqft	80.60	3,510,892.00	0
Strip Mall	2,303.04	1000sqft	52.87	2,303,044.00	0
Medical Office Building	643.80	1000sqft	14.78	643,797.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2035
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

Project Characteristics -

Land Use - Strip mall land use type represents the combined proposed retail and service uses.

Construction Phase - Assumed construction would begin in late 2017 and occur for 10 years.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT - Adjusted work and vendor trips assuming building construction would occur consistently throughout the 10 year construction period. Assumed 20 percent of building construction trips is architectural coating worker trips.

## Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	NumDays	9,300.00	2,653.00
tblConstructionPhase	NumDays	930.00	2,653.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblLandUse	BuildingSpaceSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	BuildingSpaceSquareFeet	2,303,040.00	2,303,044.00
tblLandUse	LandUseSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	LandUseSquareFeet	2,303,040.00	2,303,044.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblTripsAndVMT	VendorTripNumber	2,608.00	261.00
tblTripsAndVMT	WorkerTripNumber	2,394.00	248.00
tblTripsAndVMT	WorkerTripNumber	11,972.00	1,240.00

## 2.0 Emissions Summary

---

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	109.8576	157.4803	156.6603	0.3145	21.8300	6.6036	28.4336	7.1219	6.1355	13.2574	0.0000	31,859.07 13	31,859.07 13	4.3011	0.0000	31,966.59 80
2018	107.2423	139.9219	141.3391	0.3105	21.8299	5.5896	27.4194	7.1218	5.1944	12.3162	0.0000	31,316.91 39	31,316.91 39	4.2031	0.0000	31,421.99 11
2019	105.4721	127.8609	131.3710	0.3055	21.8297	4.9340	26.7637	7.1217	4.5840	11.7058	0.0000	30,661.01 28	30,661.01 28	4.1202	0.0000	30,764.01 83
2020	103.9999	117.2768	122.7192	0.3011	21.8295	4.3846	26.2141	7.1217	4.0710	11.1926	0.0000	30,014.71 88	30,014.71 88	4.0373	0.0000	30,115.65 02
2021	102.7569	107.6175	116.1796	0.2964	21.8293	3.8659	25.6952	7.1216	3.5862	10.7078	0.0000	29,547.11 53	29,547.11 53	3.9756	0.0000	29,646.50 54
2022	101.3641	94.7257	109.9251	0.2916	21.8291	3.2327	25.0618	7.1215	2.9998	10.1214	0.0000	29,074.73 10	29,074.73 10	3.9299	0.0000	29,172.97 92
2023	100.3155	84.0655	104.7824	0.2861	21.8289	2.8093	24.6382	7.1214	2.6060	9.7275	0.0000	28,527.23 05	28,527.23 05	3.8585	0.0000	28,623.69 35
2024	99.7026	79.5959	101.2664	0.2815	21.8288	2.5791	24.4079	7.1214	2.3914	9.5128	0.0000	28,065.51 90	28,065.51 90	3.8250	0.0000	28,161.14 33
2025	98.8925	72.5834	96.8758	0.2769	21.8286	2.2267	24.0553	7.1213	2.0646	9.1859	0.0000	27,609.11 84	27,609.11 84	3.7955	0.0000	27,704.00 52
2026	98.6202	72.0443	94.3998	0.2728	21.8285	2.2232	24.0517	7.1213	2.0613	9.1826	0.0000	27,201.94 72	27,201.94 72	3.7738	0.0000	27,296.29 15
2027	98.3565	71.5528	92.1734	0.2691	21.8284	2.2186	24.0470	7.1212	2.0570	9.1783	0.0000	26,836.29 59	26,836.29 59	3.7540	0.0000	26,930.14 46
<b>Maximum</b>	<b>109.8576</b>	<b>157.4803</b>	<b>156.6603</b>	<b>0.3145</b>	<b>21.8300</b>	<b>6.6036</b>	<b>28.4336</b>	<b>7.1219</b>	<b>6.1355</b>	<b>13.2574</b>	<b>0.0000</b>	<b>31,859.07 13</b>	<b>31,859.07 13</b>	<b>4.3011</b>	<b>0.0000</b>	<b>31,966.59 80</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**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	537.4699	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Energy	8.7261	76.5473	46.2426	0.4760		6.0289	6.0289		6.0289	6.0289		95,193.8468	95,193.8468	1.8246	1.7452	95,759.5362
Mobile	302.0697	1,179.2698	2,500.9800	10.7822	1,176.0259	5.3086	1,181.3345	313.9809	4.9303	318.9111		1,099,480.9679	1,099,480.9679	40.5201		1,100,493.9715
<b>Total</b>	<b>848.2657</b>	<b>1,268.5342</b>	<b>3,649.6642</b>	<b>11.3166</b>	<b>1,176.0259</b>	<b>17.4713</b>	<b>1,193.4972</b>	<b>313.9809</b>	<b>17.0929</b>	<b>331.0738</b>	<b>0.0000</b>	<b>1,196,667.1341</b>	<b>1,196,667.1341</b>	<b>44.2438</b>	<b>1.7452</b>	<b>1,198,293.3051</b>

**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	537.4699	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Energy	8.7261	76.5473	46.2426	0.4760		6.0289	6.0289		6.0289	6.0289		95,193.8468	95,193.8468	1.8246	1.7452	95,759.5362
Mobile	302.0697	1,179.2698	2,500.9800	10.7822	1,176.0259	5.3086	1,181.3345	313.9809	4.9303	318.9111		1,099,480.9679	1,099,480.9679	40.5201		1,100,493.9715
<b>Total</b>	<b>848.2657</b>	<b>1,268.5342</b>	<b>3,649.6642</b>	<b>11.3166</b>	<b>1,176.0259</b>	<b>17.4713</b>	<b>1,193.4972</b>	<b>313.9809</b>	<b>17.0929</b>	<b>331.0738</b>	<b>0.0000</b>	<b>1,196,667.1341</b>	<b>1,196,667.1341</b>	<b>44.2438</b>	<b>1.7452</b>	<b>1,198,293.3051</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	Architectural Coating	Architectural Coating	11/1/2017	12/31/2027	5	2653	
2	Building Construction	Building Construction	11/1/2017	12/31/2027	5	2653	
3	Grading	Grading	11/1/2017	12/31/2027	5	2653	
4	Paving	Paving	11/1/2017	12/31/2027	5	2653	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6632.5

Acres of Paving: 0

Residential Indoor: 27,137,025; Residential Outdoor: 9,045,675; Non-Residential Indoor: 10,760,400; Non-Residential Outdoor: 3,586,800;  
 Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

**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
Architectural Coating	1	248.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,240.00	261.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.1909
<b>Total</b>	<b>88.6120</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.1909</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.4308	0.8312	11.3438	0.0217	1.8865	0.0145	1.9010	0.5004	0.0134	0.5138		2,158.9036	2,158.9036	0.0822		2,160.9587
<b>Total</b>	<b>1.4308</b>	<b>0.8312</b>	<b>11.3438</b>	<b>0.0217</b>	<b>1.8865</b>	<b>0.0145</b>	<b>1.9010</b>	<b>0.5004</b>	<b>0.0134</b>	<b>0.5138</b>		<b>2,158.9036</b>	<b>2,158.9036</b>	<b>0.0822</b>		<b>2,160.9587</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.1909
<b>Total</b>	<b>88.6120</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.1909</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.4308	0.8312	11.3438	0.0217	1.8865	0.0145	1.9010	0.5004	0.0134	0.5138		2,158.9036	2,158.9036	0.0822		2,160.9587
<b>Total</b>	<b>1.4308</b>	<b>0.8312</b>	<b>11.3438</b>	<b>0.0217</b>	<b>1.8865</b>	<b>0.0145</b>	<b>1.9010</b>	<b>0.5004</b>	<b>0.0134</b>	<b>0.5138</b>		<b>2,158.9036</b>	<b>2,158.9036</b>	<b>0.0822</b>		<b>2,160.9587</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>88.5784</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.2781	0.7250	9.9720	0.0211	1.8865	0.0139	1.9004	0.5004	0.0128	0.5132		2,101.4493	2,101.4493	0.0723		2,103.2563
<b>Total</b>	<b>1.2781</b>	<b>0.7250</b>	<b>9.9720</b>	<b>0.0211</b>	<b>1.8865</b>	<b>0.0139</b>	<b>1.9004</b>	<b>0.5004</b>	<b>0.0128</b>	<b>0.5132</b>		<b>2,101.4493</b>	<b>2,101.4493</b>	<b>0.0723</b>		<b>2,103.2563</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>88.5784</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.2781	0.7250	9.9720	0.0211	1.8865	0.0139	1.9004	0.5004	0.0128	0.5132		2,101.4493	2,101.4493	0.0723		2,103.2563
<b>Total</b>	<b>1.2781</b>	<b>0.7250</b>	<b>9.9720</b>	<b>0.0211</b>	<b>1.8865</b>	<b>0.0139</b>	<b>1.9004</b>	<b>0.5004</b>	<b>0.0128</b>	<b>0.5132</b>		<b>2,101.4493</b>	<b>2,101.4493</b>	<b>0.0723</b>		<b>2,103.2563</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>88.5462</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.1621	0.6383	8.9544	0.0204	1.8865	0.0134	1.9000	0.5004	0.0124	0.5128		2,030.2315	2,030.2315	0.0639		2,031.8287
<b>Total</b>	<b>1.1621</b>	<b>0.6383</b>	<b>8.9544</b>	<b>0.0204</b>	<b>1.8865</b>	<b>0.0134</b>	<b>1.9000</b>	<b>0.5004</b>	<b>0.0124</b>	<b>0.5128</b>		<b>2,030.2315</b>	<b>2,030.2315</b>	<b>0.0639</b>		<b>2,031.8287</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>88.5462</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.1621	0.6383	8.9544	0.0204	1.8865	0.0134	1.9000	0.5004	0.0124	0.5128		2,030.2315	2,030.2315	0.0639		2,031.8287
<b>Total</b>	<b>1.1621</b>	<b>0.6383</b>	<b>8.9544</b>	<b>0.0204</b>	<b>1.8865</b>	<b>0.0134</b>	<b>1.9000</b>	<b>0.5004</b>	<b>0.0124</b>	<b>0.5128</b>		<b>2,030.2315</b>	<b>2,030.2315</b>	<b>0.0639</b>		<b>2,031.8287</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>88.5219</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0694	0.5675	8.0972	0.0198	1.8865	0.0131	1.8997	0.5004	0.0121	0.5125		1,967.9121	1,967.9121	0.0564		1,969.3216
<b>Total</b>	<b>1.0694</b>	<b>0.5675</b>	<b>8.0972</b>	<b>0.0198</b>	<b>1.8865</b>	<b>0.0131</b>	<b>1.8997</b>	<b>0.5004</b>	<b>0.0121</b>	<b>0.5125</b>		<b>1,967.9121</b>	<b>1,967.9121</b>	<b>0.0564</b>		<b>1,969.3216</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>88.5219</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0694	0.5675	8.0972	0.0198	1.8865	0.0131	1.8997	0.5004	0.0121	0.5125		1,967.9121	1,967.9121	0.0564		1,969.3216
<b>Total</b>	<b>1.0694</b>	<b>0.5675</b>	<b>8.0972</b>	<b>0.0198</b>	<b>1.8865</b>	<b>0.0131</b>	<b>1.8997</b>	<b>0.5004</b>	<b>0.0121</b>	<b>0.5125</b>		<b>1,967.9121</b>	<b>1,967.9121</b>	<b>0.0564</b>		<b>1,969.3216</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>88.4986</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9940	0.5088	7.4190	0.0191	1.8865	0.0127	1.8993	0.5004	0.0117	0.5122		1,900.8680	1,900.8680	0.0506		1,902.1325
<b>Total</b>	<b>0.9940</b>	<b>0.5088</b>	<b>7.4190</b>	<b>0.0191</b>	<b>1.8865</b>	<b>0.0127</b>	<b>1.8993</b>	<b>0.5004</b>	<b>0.0117</b>	<b>0.5122</b>		<b>1,900.8680</b>	<b>1,900.8680</b>	<b>0.0506</b>		<b>1,902.1325</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>88.4986</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9940	0.5088	7.4190	0.0191	1.8865	0.0127	1.8993	0.5004	0.0117	0.5122		1,900.8680	1,900.8680	0.0506		1,902.1325
<b>Total</b>	<b>0.9940</b>	<b>0.5088</b>	<b>7.4190</b>	<b>0.0191</b>	<b>1.8865</b>	<b>0.0127</b>	<b>1.8993</b>	<b>0.5004</b>	<b>0.0117</b>	<b>0.5122</b>		<b>1,900.8680</b>	<b>1,900.8680</b>	<b>0.0506</b>		<b>1,902.1325</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>88.4843</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9278	0.4576	6.8324	0.0184	1.8865	0.0124	1.8989	0.5004	0.0114	0.5119		1,832.6983	1,832.6983	0.0455		1,833.8349
<b>Total</b>	<b>0.9278</b>	<b>0.4576</b>	<b>6.8324</b>	<b>0.0184</b>	<b>1.8865</b>	<b>0.0124</b>	<b>1.8989</b>	<b>0.5004</b>	<b>0.0114</b>	<b>0.5119</b>		<b>1,832.6983</b>	<b>1,832.6983</b>	<b>0.0455</b>		<b>1,833.8349</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>88.4843</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9278	0.4576	6.8324	0.0184	1.8865	0.0124	1.8989	0.5004	0.0114	0.5119		1,832.6983	1,832.6983	0.0455		1,833.8349
<b>Total</b>	<b>0.9278</b>	<b>0.4576</b>	<b>6.8324</b>	<b>0.0184</b>	<b>1.8865</b>	<b>0.0124</b>	<b>1.8989</b>	<b>0.5004</b>	<b>0.0114</b>	<b>0.5119</b>		<b>1,832.6983</b>	<b>1,832.6983</b>	<b>0.0455</b>		<b>1,833.8349</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>88.4714</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8672	0.4119	6.2889	0.0177	1.8865	0.0121	1.8986	0.5004	0.0112	0.5116		1,763.7964	1,763.7964	0.0408		1,764.8153
<b>Total</b>	<b>0.8672</b>	<b>0.4119</b>	<b>6.2889</b>	<b>0.0177</b>	<b>1.8865</b>	<b>0.0121</b>	<b>1.8986</b>	<b>0.5004</b>	<b>0.0112</b>	<b>0.5116</b>		<b>1,763.7964</b>	<b>1,763.7964</b>	<b>0.0408</b>		<b>1,764.8153</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>88.4714</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8672	0.4119	6.2889	0.0177	1.8865	0.0121	1.8986	0.5004	0.0112	0.5116		1,763.7964	1,763.7964	0.0408		1,764.8153
<b>Total</b>	<b>0.8672</b>	<b>0.4119</b>	<b>6.2889</b>	<b>0.0177</b>	<b>1.8865</b>	<b>0.0121</b>	<b>1.8986</b>	<b>0.5004</b>	<b>0.0112</b>	<b>0.5116</b>		<b>1,763.7964</b>	<b>1,763.7964</b>	<b>0.0408</b>		<b>1,764.8153</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>88.4605</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8143	0.3724	5.8340	0.0170	1.8865	0.0118	1.8984	0.5004	0.0109	0.5113		1,695.142 1	1,695.142 1	0.0368		1,696.061 2
<b>Total</b>	<b>0.8143</b>	<b>0.3724</b>	<b>5.8340</b>	<b>0.0170</b>	<b>1.8865</b>	<b>0.0118</b>	<b>1.8984</b>	<b>0.5004</b>	<b>0.0109</b>	<b>0.5113</b>		<b>1,695.142 1</b>	<b>1,695.142 1</b>	<b>0.0368</b>		<b>1,696.061 2</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>88.4605</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8143	0.3724	5.8340	0.0170	1.8865	0.0118	1.8984	0.5004	0.0109	0.5113		1,695.142 1	1,695.142 1	0.0368		1,696.061 2
<b>Total</b>	<b>0.8143</b>	<b>0.3724</b>	<b>5.8340</b>	<b>0.0170</b>	<b>1.8865</b>	<b>0.0118</b>	<b>1.8984</b>	<b>0.5004</b>	<b>0.0109</b>	<b>0.5113</b>		<b>1,695.142 1</b>	<b>1,695.142 1</b>	<b>0.0368</b>		<b>1,696.061 2</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7682	0.3383	5.4112	0.0163	1.8865	0.0116	1.8982	0.5004	0.0107	0.5111		1,627.1854	1,627.1854	0.0333		1,628.0187
<b>Total</b>	<b>0.7682</b>	<b>0.3383</b>	<b>5.4112</b>	<b>0.0163</b>	<b>1.8865</b>	<b>0.0116</b>	<b>1.8982</b>	<b>0.5004</b>	<b>0.0107</b>	<b>0.5111</b>		<b>1,627.1854</b>	<b>1,627.1854</b>	<b>0.0333</b>		<b>1,628.0187</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7682	0.3383	5.4112	0.0163	1.8865	0.0116	1.8982	0.5004	0.0107	0.5111		1,627.1854	1,627.1854	0.0333		1,628.0187
<b>Total</b>	<b>0.7682</b>	<b>0.3383</b>	<b>5.4112</b>	<b>0.0163</b>	<b>1.8865</b>	<b>0.0116</b>	<b>1.8982</b>	<b>0.5004</b>	<b>0.0107</b>	<b>0.5111</b>		<b>1,627.1854</b>	<b>1,627.1854</b>	<b>0.0333</b>		<b>1,628.0187</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7272	0.3091	5.0439	0.0157	1.8865	0.0113	1.8978	0.5004	0.0104	0.5108		1,566.7013	1,566.7013	0.0304		1,567.4603
<b>Total</b>	<b>0.7272</b>	<b>0.3091</b>	<b>5.0439</b>	<b>0.0157</b>	<b>1.8865</b>	<b>0.0113</b>	<b>1.8978</b>	<b>0.5004</b>	<b>0.0104</b>	<b>0.5108</b>		<b>1,566.7013</b>	<b>1,566.7013</b>	<b>0.0304</b>		<b>1,567.4603</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7272	0.3091	5.0439	0.0157	1.8865	0.0113	1.8978	0.5004	0.0104	0.5108		1,566.7013	1,566.7013	0.0304		1,567.4603
<b>Total</b>	<b>0.7272</b>	<b>0.3091</b>	<b>5.0439</b>	<b>0.0157</b>	<b>1.8865</b>	<b>0.0113</b>	<b>1.8978</b>	<b>0.5004</b>	<b>0.0104</b>	<b>0.5108</b>		<b>1,566.7013</b>	<b>1,566.7013</b>	<b>0.0304</b>		<b>1,567.4603</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6872	0.2829	4.7125	0.0152	1.8865	0.0107	1.8973	0.5004	9.8700e-003	0.5103		1,512.6292	1,512.6292	0.0277		1,513.3211
<b>Total</b>	<b>0.6872</b>	<b>0.2829</b>	<b>4.7125</b>	<b>0.0152</b>	<b>1.8865</b>	<b>0.0107</b>	<b>1.8973</b>	<b>0.5004</b>	<b>9.8700e-003</b>	<b>0.5103</b>		<b>1,512.6292</b>	<b>1,512.6292</b>	<b>0.0277</b>		<b>1,513.3211</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.2 Architectural Coating - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	88.2797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>88.4506</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6872	0.2829	4.7125	0.0152	1.8865	0.0107	1.8973	0.5004	9.8700e-003	0.5103		1,512.6292	1,512.6292	0.0277		1,513.3211
<b>Total</b>	<b>0.6872</b>	<b>0.2829</b>	<b>4.7125</b>	<b>0.0152</b>	<b>1.8865</b>	<b>0.0107</b>	<b>1.8973</b>	<b>0.5004</b>	<b>9.8700e-003</b>	<b>0.5103</b>		<b>1,512.6292</b>	<b>1,512.6292</b>	<b>0.0277</b>		<b>1,513.3211</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
<b>Total</b>	<b>3.1149</b>	<b>26.5546</b>	<b>18.1825</b>	<b>0.0269</b>		<b>1.7879</b>	<b>1.7879</b>		<b>1.6791</b>	<b>1.6791</b>		<b>2,650.9797</b>	<b>2,650.9797</b>	<b>0.6531</b>		<b>2,667.3078</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6510	34.9788	13.1315	0.0663	1.5713	0.3216	1.8929	0.4522	0.3077	0.7599		6,993.0058	6,993.0058	0.4552		7,004.3864
Worker	7.1538	4.1560	56.7191	0.1087	9.4327	0.0723	9.5050	2.5021	0.0668	2.5689		10,794.5178	10,794.5178	0.4110		10,804.7935
<b>Total</b>	<b>8.8048</b>	<b>39.1347</b>	<b>69.8505</b>	<b>0.1750</b>	<b>11.0039</b>	<b>0.3939</b>	<b>11.3979</b>	<b>2.9543</b>	<b>0.3745</b>	<b>3.3288</b>		<b>17,787.5236</b>	<b>17,787.5236</b>	<b>0.8663</b>		<b>17,809.1799</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
<b>Total</b>	<b>3.1149</b>	<b>26.5546</b>	<b>18.1825</b>	<b>0.0269</b>		<b>1.7879</b>	<b>1.7879</b>		<b>1.6791</b>	<b>1.6791</b>	<b>0.0000</b>	<b>2,650.9797</b>	<b>2,650.9797</b>	<b>0.6531</b>		<b>2,667.3078</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6510	34.9788	13.1315	0.0663	1.5713	0.3216	1.8929	0.4522	0.3077	0.7599		6,993.0058	6,993.0058	0.4552		7,004.3864
Worker	7.1538	4.1560	56.7191	0.1087	9.4327	0.0723	9.5050	2.5021	0.0668	2.5689		10,794.5178	10,794.5178	0.4110		10,804.7935
<b>Total</b>	<b>8.8048</b>	<b>39.1347</b>	<b>69.8505</b>	<b>0.1750</b>	<b>11.0039</b>	<b>0.3939</b>	<b>11.3979</b>	<b>2.9543</b>	<b>0.3745</b>	<b>3.3288</b>		<b>17,787.5236</b>	<b>17,787.5236</b>	<b>0.8663</b>		<b>17,809.1799</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.935 1	2,620.935 1	0.6421		2,636.988 3
<b>Total</b>	<b>2.6795</b>	<b>23.3900</b>	<b>17.5804</b>	<b>0.0269</b>		<b>1.4999</b>	<b>1.4999</b>		<b>1.4099</b>	<b>1.4099</b>		<b>2,620.935 1</b>	<b>2,620.935 1</b>	<b>0.6421</b>		<b>2,636.988 3</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4018	33.0312	10.7792	0.0660	1.5711	0.2641	1.8352	0.4521	0.2527	0.7048		6,970.741 7	6,970.741 7	0.4322		6,981.546 4
Worker	6.3904	3.6249	49.8601	0.1057	9.4327	0.0693	9.5020	2.5021	0.0639	2.5661		10,507.24 66	10,507.24 66	0.3614		10,516.28 15
<b>Total</b>	<b>7.7922</b>	<b>36.6561</b>	<b>60.6393</b>	<b>0.1717</b>	<b>11.0038</b>	<b>0.3334</b>	<b>11.3372</b>	<b>2.9542</b>	<b>0.3166</b>	<b>3.2709</b>		<b>17,477.98 83</b>	<b>17,477.98 83</b>	<b>0.7936</b>		<b>17,497.82 79</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.935 1	2,620.935 1	0.6421		2,636.988 3
<b>Total</b>	<b>2.6795</b>	<b>23.3900</b>	<b>17.5804</b>	<b>0.0269</b>		<b>1.4999</b>	<b>1.4999</b>		<b>1.4099</b>	<b>1.4099</b>	<b>0.0000</b>	<b>2,620.935 1</b>	<b>2,620.935 1</b>	<b>0.6421</b>		<b>2,636.988 3</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4018	33.0312	10.7792	0.0660	1.5711	0.2641	1.8352	0.4521	0.2527	0.7048		6,970.741 7	6,970.741 7	0.4322		6,981.546 4
Worker	6.3904	3.6249	49.8601	0.1057	9.4327	0.0693	9.5020	2.5021	0.0639	2.5661		10,507.24 66	10,507.24 66	0.3614		10,516.28 15
<b>Total</b>	<b>7.7922</b>	<b>36.6561</b>	<b>60.6393</b>	<b>0.1717</b>	<b>11.0038</b>	<b>0.3334</b>	<b>11.3372</b>	<b>2.9542</b>	<b>0.3166</b>	<b>3.2709</b>		<b>17,477.98 83</b>	<b>17,477.98 83</b>	<b>0.7936</b>		<b>17,497.82 79</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>		<b>2,591.580 2</b>	<b>2,591.580 2</b>	<b>0.6313</b>		<b>2,607.363 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2349	31.2628	9.3344	0.0655	1.5709	0.2256	1.7965	0.4521	0.2158	0.6679		6,923.049 2	6,923.049 2	0.4161		6,933.450 4
Worker	5.8104	3.1914	44.7718	0.1021	9.4327	0.0672	9.4999	2.5021	0.0620	2.5641		10,151.15 74	10,151.15 74	0.3194		10,159.14 33
<b>Total</b>	<b>7.0453</b>	<b>34.4541</b>	<b>54.1062</b>	<b>0.1675</b>	<b>11.0036</b>	<b>0.2928</b>	<b>11.2964</b>	<b>2.9542</b>	<b>0.2778</b>	<b>3.2319</b>		<b>17,074.20 66</b>	<b>17,074.20 66</b>	<b>0.7355</b>		<b>17,092.59 37</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>	<b>0.0000</b>	<b>2,591.580 2</b>	<b>2,591.580 2</b>	<b>0.6313</b>		<b>2,607.363 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2349	31.2628	9.3344	0.0655	1.5709	0.2256	1.7965	0.4521	0.2158	0.6679		6,923.049 2	6,923.049 2	0.4161		6,933.450 4
Worker	5.8104	3.1914	44.7718	0.1021	9.4327	0.0672	9.4999	2.5021	0.0620	2.5641		10,151.15 74	10,151.15 74	0.3194		10,159.14 33
<b>Total</b>	<b>7.0453</b>	<b>34.4541</b>	<b>54.1062</b>	<b>0.1675</b>	<b>11.0036</b>	<b>0.2928</b>	<b>11.2964</b>	<b>2.9542</b>	<b>0.2778</b>	<b>3.2319</b>		<b>17,074.20 66</b>	<b>17,074.20 66</b>	<b>0.7355</b>		<b>17,092.59 37</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.063 1</b>	<b>2,553.063 1</b>	<b>0.6229</b>		<b>2,568.634 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9842	28.6589	7.7027	0.0650	1.5707	0.1494	1.7201	0.4520	0.1429	0.5949		6,881.406 6	6,881.406 6	0.3899		6,891.154 9
Worker	5.3470	2.8374	40.4862	0.0989	9.4327	0.0656	9.4983	2.5021	0.0605	2.5626		9,839.560 7	9,839.560 7	0.2819		9,846.608 1
<b>Total</b>	<b>6.3312</b>	<b>31.4963</b>	<b>48.1889</b>	<b>0.1639</b>	<b>11.0034</b>	<b>0.2150</b>	<b>11.2184</b>	<b>2.9541</b>	<b>0.2034</b>	<b>3.1575</b>		<b>16,720.96 73</b>	<b>16,720.96 73</b>	<b>0.6718</b>		<b>16,737.76 30</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.063 1</b>	<b>2,553.063 1</b>	<b>0.6229</b>		<b>2,568.634 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9842	28.6589	7.7027	0.0650	1.5707	0.1494	1.7201	0.4520	0.1429	0.5949		6,881.406 6	6,881.406 6	0.3899		6,891.154 9
Worker	5.3470	2.8374	40.4862	0.0989	9.4327	0.0656	9.4983	2.5021	0.0605	2.5626		9,839.560 7	9,839.560 7	0.2819		9,846.608 1
<b>Total</b>	<b>6.3312</b>	<b>31.4963</b>	<b>48.1889</b>	<b>0.1639</b>	<b>11.0034</b>	<b>0.2150</b>	<b>11.2184</b>	<b>2.9541</b>	<b>0.2034</b>	<b>3.1575</b>		<b>16,720.96 73</b>	<b>16,720.96 73</b>	<b>0.6718</b>		<b>16,737.76 30</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8066	26.2150	6.6940	0.0644	1.5705	0.0719	1.6424	0.4519	0.0688	0.5207		6,824.5734	6,824.5734	0.3730		6,833.8981
Worker	4.9698	2.5440	37.0951	0.0955	9.4327	0.0637	9.4963	2.5021	0.0587	2.5608		9,504.3400	9,504.3400	0.2529		9,510.6627
<b>Total</b>	<b>5.7764</b>	<b>28.7590</b>	<b>43.7891</b>	<b>0.1599</b>	<b>11.0032</b>	<b>0.1356</b>	<b>11.1388</b>	<b>2.9540</b>	<b>0.1274</b>	<b>3.0815</b>		<b>16,328.9134</b>	<b>16,328.9134</b>	<b>0.6259</b>		<b>16,344.5608</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8066	26.2150	6.6940	0.0644	1.5705	0.0719	1.6424	0.4519	0.0688	0.5207		6,824.5734	6,824.5734	0.3730		6,833.8981
Worker	4.9698	2.5440	37.0951	0.0955	9.4327	0.0637	9.4963	2.5021	0.0587	2.5608		9,504.3400	9,504.3400	0.2529		9,510.6627
<b>Total</b>	<b>5.7764</b>	<b>28.7590</b>	<b>43.7891</b>	<b>0.1599</b>	<b>11.0032</b>	<b>0.1356</b>	<b>11.1388</b>	<b>2.9540</b>	<b>0.1274</b>	<b>3.0815</b>		<b>16,328.9134</b>	<b>16,328.9134</b>	<b>0.6259</b>		<b>16,344.5608</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7484	24.9230	6.1677	0.0638	1.5703	0.0630	1.6333	0.4519	0.0602	0.5121		6,765.0420	6,765.0420	0.3622		6,774.0978
Worker	4.6389	2.2881	34.1619	0.0920	9.4327	0.0620	9.4947	2.5021	0.0571	2.5592		9,163.4913	9,163.4913	0.2273		9,169.1746
<b>Total</b>	<b>5.3873</b>	<b>27.2111</b>	<b>40.3295</b>	<b>0.1558</b>	<b>11.0030</b>	<b>0.1250</b>	<b>11.1280</b>	<b>2.9540</b>	<b>0.1174</b>	<b>3.0713</b>		<b>15,928.5333</b>	<b>15,928.5333</b>	<b>0.5896</b>		<b>15,943.2724</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7484	24.9230	6.1677	0.0638	1.5703	0.0630	1.6333	0.4519	0.0602	0.5121		6,765.0420	6,765.0420	0.3622		6,774.0978
Worker	4.6389	2.2881	34.1619	0.0920	9.4327	0.0620	9.4947	2.5021	0.0571	2.5592		9,163.4913	9,163.4913	0.2273		9,169.1746
<b>Total</b>	<b>5.3873</b>	<b>27.2111</b>	<b>40.3295</b>	<b>0.1558</b>	<b>11.0030</b>	<b>0.1250</b>	<b>11.1280</b>	<b>2.9540</b>	<b>0.1174</b>	<b>3.0713</b>		<b>15,928.5333</b>	<b>15,928.5333</b>	<b>0.5896</b>		<b>15,943.2724</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5914	21.1408	5.4712	0.0626	1.5701	0.0297	1.5998	0.4518	0.0284	0.4802		6,639.8095	6,639.8095	0.3253		6,647.9429
Worker	4.3359	2.0596	31.4444	0.0885	9.4327	0.0605	9.4932	2.5021	0.0557	2.5578		8,818.9819	8,818.9819	0.2038		8,824.0764
<b>Total</b>	<b>4.9273</b>	<b>23.2004</b>	<b>36.9155</b>	<b>0.1511</b>	<b>11.0028</b>	<b>0.0902</b>	<b>11.0930</b>	<b>2.9539</b>	<b>0.0841</b>	<b>3.0380</b>		<b>15,458.7914</b>	<b>15,458.7914</b>	<b>0.5291</b>		<b>15,472.0193</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5914	21.1408	5.4712	0.0626	1.5701	0.0297	1.5998	0.4518	0.0284	0.4802		6,639.8095	6,639.8095	0.3253		6,647.9429
Worker	4.3359	2.0596	31.4444	0.0885	9.4327	0.0605	9.4932	2.5021	0.0557	2.5578		8,818.9819	8,818.9819	0.2038		8,824.0764
<b>Total</b>	<b>4.9273</b>	<b>23.2004</b>	<b>36.9155</b>	<b>0.1511</b>	<b>11.0028</b>	<b>0.0902</b>	<b>11.0930</b>	<b>2.9539</b>	<b>0.0841</b>	<b>3.0380</b>		<b>15,458.7914</b>	<b>15,458.7914</b>	<b>0.5291</b>		<b>15,472.0193</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5635	20.7446	5.1139	0.0622	1.5700	0.0283	1.5983	0.4517	0.0270	0.4788		6,600.9901	6,600.9901	0.3214		6,609.0238
Worker	4.0716	1.8622	29.1698	0.0851	9.4327	0.0592	9.4918	2.5021	0.0545	2.5566		8,475.7103	8,475.7103	0.1838		8,480.3060
<b>Total</b>	<b>4.6351</b>	<b>22.6068</b>	<b>34.2836</b>	<b>0.1473</b>	<b>11.0027</b>	<b>0.0874</b>	<b>11.0901</b>	<b>2.9538</b>	<b>0.0815</b>	<b>3.0353</b>		<b>15,076.7003</b>	<b>15,076.7003</b>	<b>0.5052</b>		<b>15,089.3298</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5635	20.7446	5.1139	0.0622	1.5700	0.0283	1.5983	0.4517	0.0270	0.4788		6,600.9901	6,600.9901	0.3214		6,609.0238
Worker	4.0716	1.8622	29.1698	0.0851	9.4327	0.0592	9.4918	2.5021	0.0545	2.5566		8,475.7103	8,475.7103	0.1838		8,480.3060
<b>Total</b>	<b>4.6351</b>	<b>22.6068</b>	<b>34.2836</b>	<b>0.1473</b>	<b>11.0027</b>	<b>0.0874</b>	<b>11.0901</b>	<b>2.9538</b>	<b>0.0815</b>	<b>3.0353</b>		<b>15,076.7003</b>	<b>15,076.7003</b>	<b>0.5052</b>		<b>15,089.3298</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5405	20.3663	4.8422	0.0618	1.5699	0.0269	1.5967	0.4517	0.0257	0.4774		6,563.413 8	6,563.413 8	0.3176		6,571.353 0
Worker	3.8411	1.6914	27.0559	0.0816	9.4327	0.0581	9.4907	2.5021	0.0535	2.5556		8,135.927 1	8,135.927 1	0.1667		8,140.093 6
<b>Total</b>	<b>4.3815</b>	<b>22.0577</b>	<b>31.8981</b>	<b>0.1434</b>	<b>11.0025</b>	<b>0.0849</b>	<b>11.0875</b>	<b>2.9538</b>	<b>0.0792</b>	<b>3.0329</b>		<b>14,699.34 08</b>	<b>14,699.34 08</b>	<b>0.4842</b>		<b>14,711.44 66</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5405	20.3663	4.8422	0.0618	1.5699	0.0269	1.5967	0.4517	0.0257	0.4774		6,563.413 8	6,563.413 8	0.3176		6,571.353 0
Worker	3.8411	1.6914	27.0559	0.0816	9.4327	0.0581	9.4907	2.5021	0.0535	2.5556		8,135.927 1	8,135.927 1	0.1667		8,140.093 6
<b>Total</b>	<b>4.3815</b>	<b>22.0577</b>	<b>31.8981</b>	<b>0.1434</b>	<b>11.0025</b>	<b>0.0849</b>	<b>11.0875</b>	<b>2.9538</b>	<b>0.0792</b>	<b>3.0329</b>		<b>14,699.34 08</b>	<b>14,699.34 08</b>	<b>0.4842</b>		<b>14,711.44 66</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5201	20.0064	4.6218	0.0614	1.5697	0.0255	1.5952	0.4516	0.0243	0.4760		6,527.683 2	6,527.683 2	0.3141		6,535.536 7
Worker	3.6359	1.5455	25.2194	0.0786	9.4327	0.0564	9.4890	2.5021	0.0519	2.5540		7,833.506 6	7,833.506 6	0.1518		7,837.301 3
<b>Total</b>	<b>4.1560</b>	<b>21.5519</b>	<b>29.8412</b>	<b>0.1400</b>	<b>11.0024</b>	<b>0.0818</b>	<b>11.0842</b>	<b>2.9537</b>	<b>0.0762</b>	<b>3.0300</b>		<b>14,361.18 98</b>	<b>14,361.18 98</b>	<b>0.4659</b>		<b>14,372.83 80</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5201	20.0064	4.6218	0.0614	1.5697	0.0255	1.5952	0.4516	0.0243	0.4760		6,527.683 2	6,527.683 2	0.3141		6,535.536 7
Worker	3.6359	1.5455	25.2194	0.0786	9.4327	0.0564	9.4890	2.5021	0.0519	2.5540		7,833.506 6	7,833.506 6	0.1518		7,837.301 3
<b>Total</b>	<b>4.1560</b>	<b>21.5519</b>	<b>29.8412</b>	<b>0.1400</b>	<b>11.0024</b>	<b>0.0818</b>	<b>11.0842</b>	<b>2.9537</b>	<b>0.0762</b>	<b>3.0300</b>		<b>14,361.18 98</b>	<b>14,361.18 98</b>	<b>0.4659</b>		<b>14,372.83 80</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5022	19.6756	4.4303	0.0611	1.5696	0.0243	1.5939	0.4516	0.0232	0.4748		6,494.095 7	6,494.095 7	0.3108		6,501.865 6
Worker	3.4357	1.4146	23.5626	0.0759	9.4327	0.0536	9.4863	2.5021	0.0493	2.5514		7,563.146 1	7,563.146 1	0.1384		7,566.605 2
<b>Total</b>	<b>3.9380</b>	<b>21.0902</b>	<b>27.9929</b>	<b>0.1370</b>	<b>11.0023</b>	<b>0.0779</b>	<b>11.0802</b>	<b>2.9537</b>	<b>0.0725</b>	<b>3.0262</b>		<b>14,057.24 18</b>	<b>14,057.24 18</b>	<b>0.4492</b>		<b>14,068.47 09</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.3 Building Construction - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5022	19.6756	4.4303	0.0611	1.5696	0.0243	1.5939	0.4516	0.0232	0.4748		6,494.095 7	6,494.095 7	0.3108		6,501.865 6
Worker	3.4357	1.4146	23.5626	0.0759	9.4327	0.0536	9.4863	2.5021	0.0493	2.5514		7,563.146 1	7,563.146 1	0.1384		7,566.605 2
<b>Total</b>	<b>3.9380</b>	<b>21.0902</b>	<b>27.9929</b>	<b>0.1370</b>	<b>11.0023</b>	<b>0.0779</b>	<b>11.0802</b>	<b>2.9537</b>	<b>0.0725</b>	<b>3.0262</b>		<b>14,057.24 18</b>	<b>14,057.24 18</b>	<b>0.4492</b>		<b>14,068.47 09</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.7483	67.9396	38.7826	0.0620		3.0727	3.0727		2.8269	2.8269		6,344.8863	6,344.8863	1.9441		6,393.4879
<b>Total</b>	<b>5.7483</b>	<b>67.9396</b>	<b>38.7826</b>	<b>0.0620</b>	<b>8.6733</b>	<b>3.0727</b>	<b>11.7460</b>	<b>3.5965</b>	<b>2.8269</b>	<b>6.4234</b>		<b>6,344.8863</b>	<b>6,344.8863</b>	<b>1.9441</b>		<b>6,393.4879</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.0670	0.9148	1.7500e-003	0.1521	1.1700e-003	0.1533	0.0404	1.0800e-003	0.0414		174.1051	174.1051	6.6300e-003		174.2709
<b>Total</b>	<b>0.1154</b>	<b>0.0670</b>	<b>0.9148</b>	<b>1.7500e-003</b>	<b>0.1521</b>	<b>1.1700e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0800e-003</b>	<b>0.0414</b>		<b>174.1051</b>	<b>174.1051</b>	<b>6.6300e-003</b>		<b>174.2709</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.7483	67.9396	38.7826	0.0620		3.0727	3.0727		2.8269	2.8269	0.0000	6,344.8863	6,344.8863	1.9441		6,393.4878
<b>Total</b>	<b>5.7483</b>	<b>67.9396</b>	<b>38.7826</b>	<b>0.0620</b>	<b>8.6733</b>	<b>3.0727</b>	<b>11.7460</b>	<b>3.5965</b>	<b>2.8269</b>	<b>6.4234</b>	<b>0.0000</b>	<b>6,344.8863</b>	<b>6,344.8863</b>	<b>1.9441</b>		<b>6,393.4878</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.0670	0.9148	1.7500e-003	0.1521	1.1700e-003	0.1533	0.0404	1.0800e-003	0.0414		174.1051	174.1051	6.6300e-003		174.2709
<b>Total</b>	<b>0.1154</b>	<b>0.0670</b>	<b>0.9148</b>	<b>1.7500e-003</b>	<b>0.1521</b>	<b>1.1700e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0800e-003</b>	<b>0.0414</b>		<b>174.1051</b>	<b>174.1051</b>	<b>6.6300e-003</b>		<b>174.2709</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230		6,244.4284	6,244.4284	1.9440		6,293.0278
<b>Total</b>	<b>5.0901</b>	<b>59.5218</b>	<b>35.0894</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.6337</b>	<b>11.3071</b>	<b>3.5965</b>	<b>2.4230</b>	<b>6.0195</b>		<b>6,244.4284</b>	<b>6,244.4284</b>	<b>1.9440</b>		<b>6,293.0278</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1031	0.0585	0.8042	1.7000e-003	0.1521	1.1200e-003	0.1533	0.0404	1.0300e-003	0.0414		169.4717	169.4717	5.8300e-003		169.6174
<b>Total</b>	<b>0.1031</b>	<b>0.0585</b>	<b>0.8042</b>	<b>1.7000e-003</b>	<b>0.1521</b>	<b>1.1200e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0300e-003</b>	<b>0.0414</b>		<b>169.4717</b>	<b>169.4717</b>	<b>5.8300e-003</b>		<b>169.6174</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278
<b>Total</b>	<b>5.0901</b>	<b>59.5218</b>	<b>35.0894</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.6337</b>	<b>11.3071</b>	<b>3.5965</b>	<b>2.4230</b>	<b>6.0195</b>	<b>0.0000</b>	<b>6,244.4284</b>	<b>6,244.4284</b>	<b>1.9440</b>		<b>6,293.0278</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1031	0.0585	0.8042	1.7000e-003	0.1521	1.1200e-003	0.1533	0.0404	1.0300e-003	0.0414		169.4717	169.4717	5.8300e-003		169.6174
<b>Total</b>	<b>0.1031</b>	<b>0.0585</b>	<b>0.8042</b>	<b>1.7000e-003</b>	<b>0.1521</b>	<b>1.1200e-003</b>	<b>0.1533</b>	<b>0.0404</b>	<b>1.0300e-003</b>	<b>0.0414</b>		<b>169.4717</b>	<b>169.4717</b>	<b>5.8300e-003</b>		<b>169.6174</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
<b>Total</b>	<b>4.7389</b>	<b>54.5202</b>	<b>33.3768</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.3827</b>	<b>11.0560</b>	<b>3.5965</b>	<b>2.1920</b>	<b>5.7885</b>		<b>6,140.0195</b>	<b>6,140.0195</b>	<b>1.9426</b>		<b>6,188.5854</b>

**Unmitigated Construction Off-Site**

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

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
<b>Total</b>	<b>4.7389</b>	<b>54.5202</b>	<b>33.3768</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.3827</b>	<b>11.0560</b>	<b>3.5965</b>	<b>2.1920</b>	<b>5.7885</b>	<b>0.0000</b>	<b>6,140.0195</b>	<b>6,140.0195</b>	<b>1.9426</b>		<b>6,188.5854</b>

**Mitigated Construction Off-Site**

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

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
<b>Total</b>	<b>4.4501</b>	<b>50.1975</b>	<b>31.9583</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.1739</b>	<b>10.8472</b>	<b>3.5965</b>	<b>2.0000</b>	<b>5.5965</b>		<b>6,005.8653</b>	<b>6,005.8653</b>	<b>1.9424</b>		<b>6,054.4257</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.865 3	6,005.865 3	1.9424		6,054.425 7
<b>Total</b>	<b>4.4501</b>	<b>50.1975</b>	<b>31.9583</b>	<b>0.0620</b>	<b>8.6733</b>	<b>2.1739</b>	<b>10.8472</b>	<b>3.5965</b>	<b>2.0000</b>	<b>5.5965</b>	<b>0.0000</b>	<b>6,005.865 3</b>	<b>6,005.865 3</b>	<b>1.9424</b>		<b>6,054.425 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.043 4</b>	<b>6,007.043 4</b>	<b>1.9428</b>		<b>6,055.613 4</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0410	0.5983	1.5400e-003	0.1521	1.0300e-003	0.1532	0.0404	9.5000e-004	0.0413		153.2958	153.2958	4.0800e-003		153.3978
<b>Total</b>	<b>0.0802</b>	<b>0.0410</b>	<b>0.5983</b>	<b>1.5400e-003</b>	<b>0.1521</b>	<b>1.0300e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.5000e-004</b>	<b>0.0413</b>		<b>153.2958</b>	<b>153.2958</b>	<b>4.0800e-003</b>		<b>153.3978</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.043 4</b>	<b>6,007.043 4</b>	<b>1.9428</b>		<b>6,055.613 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0410	0.5983	1.5400e-003	0.1521	1.0300e-003	0.1532	0.0404	9.5000e-004	0.0413		153.2958	153.2958	4.0800e-003		153.3978
<b>Total</b>	<b>0.0802</b>	<b>0.0410</b>	<b>0.5983</b>	<b>1.5400e-003</b>	<b>0.1521</b>	<b>1.0300e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.5000e-004</b>	<b>0.0413</b>		<b>153.2958</b>	<b>153.2958</b>	<b>4.0800e-003</b>		<b>153.3978</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.0369	0.5510	1.4800e-003	0.1521	1.0000e-003	0.1531	0.0404	9.2000e-004	0.0413		147.7983	147.7983	3.6700e-003		147.8899
<b>Total</b>	<b>0.0748</b>	<b>0.0369</b>	<b>0.5510</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.0000e-003</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.2000e-004</b>	<b>0.0413</b>		<b>147.7983</b>	<b>147.7983</b>	<b>3.6700e-003</b>		<b>147.8899</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.0369	0.5510	1.4800e-003	0.1521	1.0000e-003	0.1531	0.0404	9.2000e-004	0.0413		147.7983	147.7983	3.6700e-003		147.8899
<b>Total</b>	<b>0.0748</b>	<b>0.0369</b>	<b>0.5510</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.0000e-003</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.2000e-004</b>	<b>0.0413</b>		<b>147.7983</b>	<b>147.7983</b>	<b>3.6700e-003</b>		<b>147.8899</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>		<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0332	0.5072	1.4300e-003	0.1521	9.8000e-004	0.1531	0.0404	9.0000e-004	0.0413		142.2416	142.2416	3.2900e-003		142.3238
<b>Total</b>	<b>0.0699</b>	<b>0.0332</b>	<b>0.5072</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>9.8000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.0000e-004</b>	<b>0.0413</b>		<b>142.2416</b>	<b>142.2416</b>	<b>3.2900e-003</b>		<b>142.3238</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>	<b>0.0000</b>	<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0332	0.5072	1.4300e-003	0.1521	9.8000e-004	0.1531	0.0404	9.0000e-004	0.0413		142.2416	142.2416	3.2900e-003		142.3238
<b>Total</b>	<b>0.0699</b>	<b>0.0332</b>	<b>0.5072</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>9.8000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>9.0000e-004</b>	<b>0.0413</b>		<b>142.2416</b>	<b>142.2416</b>	<b>3.2900e-003</b>		<b>142.3238</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>		<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0300	0.4705	1.3700e-003	0.1521	9.5000e-004	0.1531	0.0404	8.8000e-004	0.0412		136.7050	136.7050	2.9700e-003		136.7791
<b>Total</b>	<b>0.0657</b>	<b>0.0300</b>	<b>0.4705</b>	<b>1.3700e-003</b>	<b>0.1521</b>	<b>9.5000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.8000e-004</b>	<b>0.0412</b>		<b>136.7050</b>	<b>136.7050</b>	<b>2.9700e-003</b>		<b>136.7791</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>	<b>0.0000</b>	<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0300	0.4705	1.3700e-003	0.1521	9.5000e-004	0.1531	0.0404	8.8000e-004	0.0412		136.7050	136.7050	2.9700e-003		136.7791
<b>Total</b>	<b>0.0657</b>	<b>0.0300</b>	<b>0.4705</b>	<b>1.3700e-003</b>	<b>0.1521</b>	<b>9.5000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.8000e-004</b>	<b>0.0412</b>		<b>136.7050</b>	<b>136.7050</b>	<b>2.9700e-003</b>		<b>136.7791</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0273	0.4364	1.3200e-003	0.1521	9.4000e-004	0.1531	0.0404	8.6000e-004	0.0412		131.2246	131.2246	2.6900e-003		131.2918
<b>Total</b>	<b>0.0620</b>	<b>0.0273</b>	<b>0.4364</b>	<b>1.3200e-003</b>	<b>0.1521</b>	<b>9.4000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.6000e-004</b>	<b>0.0412</b>		<b>131.2246</b>	<b>131.2246</b>	<b>2.6900e-003</b>		<b>131.2918</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>	<b>0.0000</b>	<b>6,008.281 4</b>	<b>6,008.281 4</b>	<b>1.9432</b>		<b>6,056.861 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0273	0.4364	1.3200e-003	0.1521	9.4000e-004	0.1531	0.0404	8.6000e-004	0.0412		131.2246	131.2246	2.6900e-003		131.2918
<b>Total</b>	<b>0.0620</b>	<b>0.0273</b>	<b>0.4364</b>	<b>1.3200e-003</b>	<b>0.1521</b>	<b>9.4000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.6000e-004</b>	<b>0.0412</b>		<b>131.2246</b>	<b>131.2246</b>	<b>2.6900e-003</b>		<b>131.2918</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0586	0.0249	0.4068	1.2700e-003	0.1521	9.1000e-004	0.1531	0.0404	8.4000e-004	0.0412		126.3469	126.3469	2.4500e-003		126.4081
<b>Total</b>	<b>0.0586</b>	<b>0.0249</b>	<b>0.4068</b>	<b>1.2700e-003</b>	<b>0.1521</b>	<b>9.1000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.4000e-004</b>	<b>0.0412</b>		<b>126.3469</b>	<b>126.3469</b>	<b>2.4500e-003</b>		<b>126.4081</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>	<b>0.0000</b>	<b>6,008.281 4</b>	<b>6,008.281 4</b>	<b>1.9432</b>		<b>6,056.861 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0586	0.0249	0.4068	1.2700e-003	0.1521	9.1000e-004	0.1531	0.0404	8.4000e-004	0.0412		126.3469	126.3469	2.4500e-003		126.4081
<b>Total</b>	<b>0.0586</b>	<b>0.0249</b>	<b>0.4068</b>	<b>1.2700e-003</b>	<b>0.1521</b>	<b>9.1000e-004</b>	<b>0.1531</b>	<b>0.0404</b>	<b>8.4000e-004</b>	<b>0.0412</b>		<b>126.3469</b>	<b>126.3469</b>	<b>2.4500e-003</b>		<b>126.4081</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0228	0.3800	1.2200e-003	0.1521	8.6000e-004	0.1530	0.0404	8.0000e-004	0.0412		121.9862	121.9862	2.2300e-003		122.0420
<b>Total</b>	<b>0.0554</b>	<b>0.0228</b>	<b>0.3800</b>	<b>1.2200e-003</b>	<b>0.1521</b>	<b>8.6000e-004</b>	<b>0.1530</b>	<b>0.0404</b>	<b>8.0000e-004</b>	<b>0.0412</b>		<b>121.9862</b>	<b>121.9862</b>	<b>2.2300e-003</b>		<b>122.0420</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.4 Grading - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0228	0.3800	1.2200e-003	0.1521	8.6000e-004	0.1530	0.0404	8.0000e-004	0.0412		121.9862	121.9862	2.2300e-003		122.0420
<b>Total</b>	<b>0.0554</b>	<b>0.0228</b>	<b>0.3800</b>	<b>1.2200e-003</b>	<b>0.1521</b>	<b>8.6000e-004</b>	<b>0.1530</b>	<b>0.0404</b>	<b>8.0000e-004</b>	<b>0.0412</b>		<b>121.9862</b>	<b>121.9862</b>	<b>2.2300e-003</b>		<b>122.0420</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9449</b>	<b>20.7178</b>	<b>15.0320</b>	<b>0.0228</b>		<b>1.1592</b>	<b>1.1592</b>		<b>1.0665</b>	<b>1.0665</b>		<b>2,330.6461</b>	<b>2,330.6461</b>	<b>0.7141</b>		<b>2,348.4988</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0503	0.6861	1.3100e-003	0.1141	8.7000e-004	0.1150	0.0303	8.1000e-004	0.0311		130.5788	130.5788	4.9700e-003		130.7032
<b>Total</b>	<b>0.0865</b>	<b>0.0503</b>	<b>0.6861</b>	<b>1.3100e-003</b>	<b>0.1141</b>	<b>8.7000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>130.5788</b>	<b>130.5788</b>	<b>4.9700e-003</b>		<b>130.7032</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9449</b>	<b>20.7178</b>	<b>15.0320</b>	<b>0.0228</b>		<b>1.1592</b>	<b>1.1592</b>		<b>1.0665</b>	<b>1.0665</b>	<b>0.0000</b>	<b>2,330.6461</b>	<b>2,330.6461</b>	<b>0.7141</b>		<b>2,348.4988</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0503	0.6861	1.3100e-003	0.1141	8.7000e-004	0.1150	0.0303	8.1000e-004	0.0311		130.5788	130.5788	4.9700e-003		130.7032
<b>Total</b>	<b>0.0865</b>	<b>0.0503</b>	<b>0.6861</b>	<b>1.3100e-003</b>	<b>0.1141</b>	<b>8.7000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>130.5788</b>	<b>130.5788</b>	<b>4.9700e-003</b>		<b>130.7032</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6437</b>	<b>17.5209</b>	<b>14.7964</b>	<b>0.0228</b>		<b>0.9561</b>	<b>0.9561</b>		<b>0.8797</b>	<b>0.8797</b>		<b>2,294.0887</b>	<b>2,294.0887</b>	<b>0.7142</b>		<b>2,311.9432</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0773	0.0439	0.6032	1.2800e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		127.1038	127.1038	4.3700e-003		127.2131
<b>Total</b>	<b>0.0773</b>	<b>0.0439</b>	<b>0.6032</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.4000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.7000e-004</b>	<b>0.0310</b>		<b>127.1038</b>	<b>127.1038</b>	<b>4.3700e-003</b>		<b>127.2131</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6437</b>	<b>17.5209</b>	<b>14.7964</b>	<b>0.0228</b>		<b>0.9561</b>	<b>0.9561</b>		<b>0.8797</b>	<b>0.8797</b>	<b>0.0000</b>	<b>2,294.0887</b>	<b>2,294.0887</b>	<b>0.7142</b>		<b>2,311.9432</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0773	0.0439	0.6032	1.2800e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		127.1038	127.1038	4.3700e-003		127.2131
<b>Total</b>	<b>0.0773</b>	<b>0.0439</b>	<b>0.6032</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.4000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.7000e-004</b>	<b>0.0310</b>		<b>127.1038</b>	<b>127.1038</b>	<b>4.3700e-003</b>		<b>127.2131</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>15.2441</b>	<b>14.6648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>		<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>

**Unmitigated Construction Off-Site**

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



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>15.2441</b>	<b>14.6648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>	<b>0.0000</b>	<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>

**Mitigated Construction Off-Site**

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

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3566</b>	<b>14.0656</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>		<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0343	0.4898	1.2000e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		119.0269	119.0269	3.4100e-003		119.1122
<b>Total</b>	<b>0.0647</b>	<b>0.0343</b>	<b>0.4898</b>	<b>1.2000e-003</b>	<b>0.1141</b>	<b>7.9000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.3000e-004</b>	<b>0.0310</b>		<b>119.0269</b>	<b>119.0269</b>	<b>3.4100e-003</b>		<b>119.1122</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3566</b>	<b>14.0656</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>	<b>0.0000</b>	<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0343	0.4898	1.2000e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		119.0269	119.0269	3.4100e-003		119.1122
<b>Total</b>	<b>0.0647</b>	<b>0.0343</b>	<b>0.4898</b>	<b>1.2000e-003</b>	<b>0.1141</b>	<b>7.9000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.3000e-004</b>	<b>0.0310</b>		<b>119.0269</b>	<b>119.0269</b>	<b>3.4100e-003</b>		<b>119.1122</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2556</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2556</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1028</b>	<b>11.1249</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>		<b>2,207.660 3</b>	<b>2,207.660 3</b>	<b>0.7140</b>		<b>2,225.510 4</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0277	0.4133	1.1100e-003	0.1141	7.5000e-004	0.1149	0.0303	6.9000e-004	0.0310		110.8487	110.8487	2.7500e-003		110.9174
<b>Total</b>	<b>0.0561</b>	<b>0.0277</b>	<b>0.4133</b>	<b>1.1100e-003</b>	<b>0.1141</b>	<b>7.5000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>6.9000e-004</b>	<b>0.0310</b>		<b>110.8487</b>	<b>110.8487</b>	<b>2.7500e-003</b>		<b>110.9174</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1028</b>	<b>11.1249</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>	<b>0.0000</b>	<b>2,207.660 3</b>	<b>2,207.660 3</b>	<b>0.7140</b>		<b>2,225.510 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0277	0.4133	1.1100e-003	0.1141	7.5000e-004	0.1149	0.0303	6.9000e-004	0.0310		110.8487	110.8487	2.7500e-003		110.9174
<b>Total</b>	<b>0.0561</b>	<b>0.0277</b>	<b>0.4133</b>	<b>1.1100e-003</b>	<b>0.1141</b>	<b>7.5000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>6.9000e-004</b>	<b>0.0310</b>		<b>110.8487</b>	<b>110.8487</b>	<b>2.7500e-003</b>		<b>110.9174</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0249	0.3804	1.0700e-003	0.1141	7.3000e-004	0.1148	0.0303	6.7000e-004	0.0309		106.6812	106.6812	2.4700e-003		106.7429
<b>Total</b>	<b>0.0525</b>	<b>0.0249</b>	<b>0.3804</b>	<b>1.0700e-003</b>	<b>0.1141</b>	<b>7.3000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.7000e-004</b>	<b>0.0309</b>		<b>106.6812</b>	<b>106.6812</b>	<b>2.4700e-003</b>		<b>106.7429</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0249	0.3804	1.0700e-003	0.1141	7.3000e-004	0.1148	0.0303	6.7000e-004	0.0309		106.6812	106.6812	2.4700e-003		106.7429
<b>Total</b>	<b>0.0525</b>	<b>0.0249</b>	<b>0.3804</b>	<b>1.0700e-003</b>	<b>0.1141</b>	<b>7.3000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.7000e-004</b>	<b>0.0309</b>		<b>106.6812</b>	<b>106.6812</b>	<b>2.4700e-003</b>		<b>106.7429</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0225	0.3529	1.0300e-003	0.1141	7.2000e-004	0.1148	0.0303	6.6000e-004	0.0309		102.5288	102.5288	2.2200e-003		102.5844
<b>Total</b>	<b>0.0493</b>	<b>0.0225</b>	<b>0.3529</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>7.2000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.6000e-004</b>	<b>0.0309</b>		<b>102.5288</b>	<b>102.5288</b>	<b>2.2200e-003</b>		<b>102.5844</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0225	0.3529	1.0300e-003	0.1141	7.2000e-004	0.1148	0.0303	6.6000e-004	0.0309		102.5288	102.5288	2.2200e-003		102.5844
<b>Total</b>	<b>0.0493</b>	<b>0.0225</b>	<b>0.3529</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>7.2000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.6000e-004</b>	<b>0.0309</b>		<b>102.5288</b>	<b>102.5288</b>	<b>2.2200e-003</b>		<b>102.5844</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0205	0.3273	9.9000e-004	0.1141	7.0000e-004	0.1148	0.0303	6.5000e-004	0.0309		98.4185	98.4185	2.0200e-003		98.4689
<b>Total</b>	<b>0.0465</b>	<b>0.0205</b>	<b>0.3273</b>	<b>9.9000e-004</b>	<b>0.1141</b>	<b>7.0000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.5000e-004</b>	<b>0.0309</b>		<b>98.4185</b>	<b>98.4185</b>	<b>2.0200e-003</b>		<b>98.4689</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0205	0.3273	9.9000e-004	0.1141	7.0000e-004	0.1148	0.0303	6.5000e-004	0.0309		98.4185	98.4185	2.0200e-003		98.4689
<b>Total</b>	<b>0.0465</b>	<b>0.0205</b>	<b>0.3273</b>	<b>9.9000e-004</b>	<b>0.1141</b>	<b>7.0000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.5000e-004</b>	<b>0.0309</b>		<b>98.4185</b>	<b>98.4185</b>	<b>2.0200e-003</b>		<b>98.4689</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0187	0.3051	9.5000e-004	0.1141	6.8000e-004	0.1148	0.0303	6.3000e-004	0.0309		94.7602	94.7602	1.8400e-003		94.8061
<b>Total</b>	<b>0.0440</b>	<b>0.0187</b>	<b>0.3051</b>	<b>9.5000e-004</b>	<b>0.1141</b>	<b>6.8000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.3000e-004</b>	<b>0.0309</b>		<b>94.7602</b>	<b>94.7602</b>	<b>1.8400e-003</b>		<b>94.8061</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0187	0.3051	9.5000e-004	0.1141	6.8000e-004	0.1148	0.0303	6.3000e-004	0.0309		94.7602	94.7602	1.8400e-003		94.8061
<b>Total</b>	<b>0.0440</b>	<b>0.0187</b>	<b>0.3051</b>	<b>9.5000e-004</b>	<b>0.1141</b>	<b>6.8000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.3000e-004</b>	<b>0.0309</b>		<b>94.7602</b>	<b>94.7602</b>	<b>1.8400e-003</b>		<b>94.8061</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0171	0.2850	9.2000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		91.4897	91.4897	1.6700e-003		91.5315
<b>Total</b>	<b>0.0416</b>	<b>0.0171</b>	<b>0.2850</b>	<b>9.2000e-004</b>	<b>0.1141</b>	<b>6.5000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.0000e-004</b>	<b>0.0309</b>		<b>91.4897</b>	<b>91.4897</b>	<b>1.6700e-003</b>		<b>91.5315</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**3.5 Paving - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9152</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0171	0.2850	9.2000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		91.4897	91.4897	1.6700e-003		91.5315
<b>Total</b>	<b>0.0416</b>	<b>0.0171</b>	<b>0.2850</b>	<b>9.2000e-004</b>	<b>0.1141</b>	<b>6.5000e-004</b>	<b>0.1148</b>	<b>0.0303</b>	<b>6.0000e-004</b>	<b>0.0309</b>		<b>91.4897</b>	<b>91.4897</b>	<b>1.6700e-003</b>		<b>91.5315</b>

**4.0 Operational Detail - Mobile**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

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	302.0697	1,179.2698	2,500.9800	10.7822	1,176.0259	5.3086	1,181.3345	313.9809	4.9303	318.9111		1,099,480.9679	1,099,480.9679	40.5201		1,100,493.9715
Unmitigated	302.0697	1,179.2698	2,500.9800	10.7822	1,176.0259	5.3086	1,181.3345	313.9809	4.9303	318.9111		1,099,480.9679	1,099,480.9679	40.5201		1,100,493.9715

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	89,116.65	85,632.39	78529.86	223,524,774	223,524,774
General Office Building	38,725.14	8,636.79	3686.44	60,757,991	60,757,991
Government Office Building	30,042.24	0.00	0.00	30,854,361	30,854,361
High Turnover (Sit Down Restaurant)	35,605.81	44,348.35	36919.16	32,915,730	32,915,730
Medical Office Building	23,260.39	5,768.42	997.89	29,286,732	29,286,732
Strip Mall	102,070.91	96,819.97	47051.19	114,927,176	114,927,176
Total	318,821.14	241,205.93	167,184.53	492,266,765	492,266,765

4.3 Trip Type Information

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

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 Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Government Office Building	10.00	5.00	6.50	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Medical Office Building	10.00	5.00	6.50	29.60	51.40	19.00	60	30	10
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
High Turnover (Sit Down Restaurant)	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Government Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
General Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Strip Mall	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Medical Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	8.7261	76.5473	46.2426	0.4760		6.0289	6.0289		6.0289	6.0289		95,193.8468	95,193.8468	1.8246	1.7452	95,759.5362
NaturalGas Unmitigated	8.7261	76.5473	46.2426	0.4760		6.0289	6.0289		6.0289	6.0289		95,193.8468	95,193.8468	1.8246	1.7452	95,759.5362

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**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 Mid Rise	472750	5.0983	43.5671	18.5392	0.2781		3.5225	3.5225		3.5225	3.5225		55,617.6271	55,617.6271	1.0660	1.0197	55,948.1349
General Office Building	126584	1.3651	12.4102	10.4246	0.0745		0.9432	0.9432		0.9432	0.9432		14,892.2929	14,892.2929	0.2854	0.2730	14,980.7904
Government Office Building	15714	0.1695	1.5406	1.2941	9.2400e-003		0.1171	0.1171		0.1171	0.1171		1,848.7075	1,848.7075	0.0354	0.0339	1,859.6934
High Turnover (Sit Down Restaurant)	136563	1.4727	13.3885	11.2463	0.0803		1.0175	1.0175		1.0175	1.0175		16,066.1853	16,066.1853	0.3079	0.2946	16,161.6586
Medical Office Building	23212	0.2503	2.2757	1.9116	0.0137		0.1730	0.1730		0.1730	0.1730		2,730.8198	2,730.8198	0.0523	0.0501	2,747.0477
Strip Mall	34324.8	0.3702	3.3652	2.8268	0.0202		0.2558	0.2558		0.2558	0.2558		4,038.2141	4,038.2141	0.0774	0.0740	4,062.2112
<b>Total</b>		<b>8.7261</b>	<b>76.5473</b>	<b>46.2426</b>	<b>0.4760</b>		<b>6.0289</b>	<b>6.0289</b>		<b>6.0289</b>	<b>6.0289</b>		<b>95,193.8468</b>	<b>95,193.8468</b>	<b>1.8246</b>	<b>1.7452</b>	<b>95,759.5362</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**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					
Apartments Mid Rise	472.75	5.0983	43.5671	18.5392	0.2781		3.5225	3.5225		3.5225	3.5225		55,617.6271	55,617.6271	1.0660	1.0197	55,948.1349
General Office Building	126.584	1.3651	12.4102	10.4246	0.0745		0.9432	0.9432		0.9432	0.9432		14,892.2929	14,892.2929	0.2854	0.2730	14,980.7904
Government Office Building	15.714	0.1695	1.5406	1.2941	9.2400e-003		0.1171	0.1171		0.1171	0.1171		1,848.7075	1,848.7075	0.0354	0.0339	1,859.6934
High Turnover (Sit Down Restaurant)	136.563	1.4727	13.3885	11.2463	0.0803		1.0175	1.0175		1.0175	1.0175		16,066.1853	16,066.1853	0.3079	0.2946	16,161.6586
Medical Office Building	23.212	0.2503	2.2757	1.9116	0.0137		0.1730	0.1730		0.1730	0.1730		2,730.8198	2,730.8198	0.0523	0.0501	2,747.0477
Strip Mall	34.3248	0.3702	3.3652	2.8268	0.0202		0.2558	0.2558		0.2558	0.2558		4,038.2141	4,038.2141	0.0774	0.0740	4,062.2112
<b>Total</b>		<b>8.7261</b>	<b>76.5473</b>	<b>46.2426</b>	<b>0.4760</b>		<b>6.0289</b>	<b>6.0289</b>		<b>6.0289</b>	<b>6.0289</b>		<b>95,193.8468</b>	<b>95,193.8468</b>	<b>1.8246</b>	<b>1.7452</b>	<b>95,759.5362</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

	ROG	NOx	CO	SO2	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	537.4699	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974
Unmitigated	537.4699	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337	0.0000	1,992.3193	1,992.3193	1.8991	0.0000	2,039.7974

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	64.1660					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	440.2964					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	33.0074	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337		1,992.3193	1,992.3193	1.8991		2,039.7974
<b>Total</b>	<b>537.4699</b>	<b>12.7171</b>	<b>1,102.4416</b>	<b>0.0584</b>		<b>6.1337</b>	<b>6.1337</b>		<b>6.1337</b>	<b>6.1337</b>	<b>0.0000</b>	<b>1,992.3193</b>	<b>1,992.3193</b>	<b>1.8991</b>	<b>0.0000</b>	<b>2,039.7974</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**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	64.1660					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	440.2964					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	33.0074	12.7171	1,102.4416	0.0584		6.1337	6.1337		6.1337	6.1337		1,992.3193	1,992.3193	1.8991		2,039.7974
<b>Total</b>	<b>537.4699</b>	<b>12.7171</b>	<b>1,102.4416</b>	<b>0.0584</b>		<b>6.1337</b>	<b>6.1337</b>		<b>6.1337</b>	<b>6.1337</b>	<b>0.0000</b>	<b>1,992.3193</b>	<b>1,992.3193</b>	<b>1.8991</b>	<b>0.0000</b>	<b>2,039.7974</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

---

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

**10.0 Stationary Equipment**

---



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Summer

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**Sacramento Downtown Specific Plan - NonAdjusted**  
**Sacramento County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	13,401.00	Dwelling Unit	352.66	13,401,000.00	35781
High Turnover (Sit Down Restaurant)	280.03	1000sqft	6.43	280,030.00	0
Government Office Building	435.84	1000sqft	10.01	435,837.00	0
General Office Building	3,510.89	1000sqft	80.60	3,510,892.00	0
Strip Mall	2,303.04	1000sqft	52.87	2,303,044.00	0
Medical Office Building	643.80	1000sqft	14.78	643,797.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2035
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

Project Characteristics -

Land Use - Strip mall land use type represents the combined proposed retail and service uses.

Construction Phase - Assumed construction would begin in late 2017 and occur for 10 years.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT - Adjusted work and vendor trips assuming building construction would occur consistently throughout the 10 year construction period. Assumed 20 percent of building construction trips is architectural coating worker trips.

## Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	NumDays	9,300.00	2,653.00
tblConstructionPhase	NumDays	930.00	2,653.00
tblConstructionPhase	NumDays	660.00	2,653.00
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblConstructionPhase	PhaseEndDate	10/31/2017	12/31/2027
tblLandUse	BuildingSpaceSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	BuildingSpaceSquareFeet	2,303,040.00	2,303,044.00
tblLandUse	LandUseSquareFeet	3,510,890.00	3,510,892.00
tblLandUse	LandUseSquareFeet	2,303,040.00	2,303,044.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblTripsAndVMT	VendorTripNumber	2,608.00	261.00
tblTripsAndVMT	WorkerTripNumber	2,394.00	248.00
tblTripsAndVMT	WorkerTripNumber	11,972.00	1,240.00

## 2.0 Emissions Summary

---

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.3372	3.4184	3.1605	6.4700e-003	11.7785	0.1420	11.9205	4.8442	0.1320	4.9762	0.0000	595.2692	595.2692	0.0832	0.0000	597.3484
2018	13.8581	18.4317	17.3231	0.0388	13.1641	0.7298	13.8939	5.2166	0.6782	5.8948	0.0000	3,552.4068	3,552.4068	0.4937	0.0000	3,564.7498
2019	13.6386	16.8375	16.1250	0.0382	13.1641	0.6442	13.8083	5.2166	0.5985	5.8151	0.0000	3,479.5480	3,479.5480	0.4844	0.0000	3,491.6586
2020	13.5083	15.4904	15.1451	0.0378	13.1704	0.5747	13.7451	5.2183	0.5336	5.7518	0.0000	3,420.2783	3,420.2783	0.4769	0.0000	3,432.2012
2021	13.3033	14.1493	14.3038	0.0371	13.1640	0.5047	13.6688	5.2165	0.4682	5.6848	0.0000	3,356.5939	3,356.5939	0.4682	0.0000	3,368.2995
2022	13.0791	12.4075	13.4940	0.0364	13.1576	0.4205	13.5781	5.2148	0.3902	5.6050	0.0000	3,292.8407	3,292.8407	0.4614	0.0000	3,304.3758
2023	12.9498	10.9992	12.8755	0.0358	13.1576	0.3654	13.5230	5.2148	0.3389	5.5537	0.0000	3,233.2969	3,233.2969	0.4532	0.0000	3,244.6258
2024	12.9756	10.4932	12.5620	0.0355	13.1703	0.3380	13.5083	5.2182	0.3134	5.5316	0.0000	3,208.2459	3,208.2459	0.4530	0.0000	3,219.5698
2025	12.8257	9.5337	11.9878	0.0348	13.1639	0.2907	13.4546	5.2165	0.2695	5.4860	0.0000	3,146.8491	3,146.8491	0.4480	0.0000	3,158.0487
2026	12.7952	9.4595	11.7049	0.0343	13.1639	0.2902	13.4542	5.2165	0.2691	5.4856	0.0000	3,102.9617	3,102.9617	0.4456	0.0000	3,114.1024
2027	12.7656	9.3919	11.4505	0.0339	13.1639	0.2896	13.4535	5.2165	0.2685	5.4850	0.0000	3,063.4869	3,063.4869	0.4435	0.0000	3,074.5736
<b>Maximum</b>	<b>13.8581</b>	<b>18.4317</b>	<b>17.3231</b>	<b>0.0388</b>	<b>13.1704</b>	<b>0.7298</b>	<b>13.8939</b>	<b>5.2183</b>	<b>0.6782</b>	<b>5.8948</b>	<b>0.0000</b>	<b>3,552.4068</b>	<b>3,552.4068</b>	<b>0.4937</b>	<b>0.0000</b>	<b>3,564.7498</b>



## Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-1-2017	1-31-2018	8.6136	8.6136
2	2-1-2018	4-30-2018	7.8859	7.8859
3	5-1-2018	7-31-2018	8.1211	8.1211
4	8-1-2018	10-31-2018	8.1367	8.1367
5	11-1-2018	1-31-2019	8.0117	8.0117
6	2-1-2019	4-30-2019	7.4416	7.4416
7	5-1-2019	7-31-2019	7.6667	7.6667
8	8-1-2019	10-31-2019	7.6798	7.6798
9	11-1-2019	1-31-2020	7.5694	7.5694
10	2-1-2020	4-30-2020	7.1325	7.1325
11	5-1-2020	7-31-2020	7.2705	7.2705
12	8-1-2020	10-31-2020	7.2809	7.2809
13	11-1-2020	1-31-2021	7.1783	7.1783
14	2-1-2021	4-30-2021	6.7023	6.7023
15	5-1-2021	7-31-2021	6.9123	6.9123
16	8-1-2021	10-31-2021	6.9204	6.9204
17	11-1-2021	1-31-2022	6.7770	6.7770
18	2-1-2022	4-30-2022	6.2461	6.2461
19	5-1-2022	7-31-2022	6.4430	6.4430
20	8-1-2022	10-31-2022	6.4499	6.4499
21	11-1-2022	1-31-2023	6.3319	6.3319
22	2-1-2023	4-30-2023	5.8700	5.8700
23	5-1-2023	7-31-2023	6.0582	6.0582
24	8-1-2023	10-31-2023	6.0631	6.0631
25	11-1-2023	1-31-2024	6.0161	6.0161
26	2-1-2024	4-30-2024	5.7719	5.7719

## Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

27	5-1-2024	7-31-2024	5.8912	5.8912
28	8-1-2024	10-31-2024	5.8957	5.8957
29	11-1-2024	1-31-2025	5.8177	5.8177
30	2-1-2025	4-30-2025	5.4584	5.4584
31	5-1-2025	7-31-2025	5.6342	5.6342
32	8-1-2025	10-31-2025	5.6384	5.6384
33	11-1-2025	1-31-2026	5.6373	5.6373
34	2-1-2026	4-30-2026	5.4322	5.4322
35	5-1-2026	7-31-2026	5.6075	5.6075
36	8-1-2026	10-31-2026	5.6115	5.6115
37	11-1-2026	1-31-2027	5.6106	5.6106
38	2-1-2027	4-30-2027	5.4077	5.4077
39	5-1-2027	7-31-2027	5.5827	5.5827
40	8-1-2027	9-30-2027	3.7016	3.7016
		Highest	8.6136	8.6136



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**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	96.1903	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Energy	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	60,769.4212	60,769.4212	2.5132	0.7464	61,054.6846
Mobile	36.5586	191.4377	362.4850	1.6133	183.2020	0.8548	184.0568	49.0513	0.7940	49.8453	0.0000	149,438.1222	149,438.1222	5.8960	0.0000	149,585.5222
Waste						0.0000	0.0000		0.0000	0.0000	4,575.1139	0.0000	4,575.1139	270.3815	0.0000	11,334.6509
Water						0.0000	0.0000		0.0000	0.0000	679.3314	3,603.1791	4,282.5105	2.5152	1.5140	4,796.5467
<b>Total</b>	<b>134.3414</b>	<b>206.9973</b>	<b>508.7295</b>	<b>1.7075</b>	<b>183.2020</b>	<b>2.7218</b>	<b>185.9238</b>	<b>49.0513</b>	<b>2.6610</b>	<b>51.7123</b>	<b>5,254.4452</b>	<b>214,036.6477</b>	<b>219,291.0929</b>	<b>281.5213</b>	<b>2.2604</b>	<b>227,002.7136</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**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	96.1903	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Energy	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	60,769.42 12	60,769.42 12	2.5132	0.7464	61,054.68 46
Mobile	36.5586	191.4377	362.4850	1.6133	183.2020	0.8548	184.0568	49.0513	0.7940	49.8453	0.0000	149,438.1 222	149,438.1 222	5.8960	0.0000	149,585.5 222
Waste						0.0000	0.0000		0.0000	0.0000	4,575.113 9	0.0000	4,575.113 9	270.3815	0.0000	11,334.65 09
Water						0.0000	0.0000		0.0000	0.0000	679.3314	3,603.179 1	4,282.510 5	2.5152	1.5140	4,796.546 7
<b>Total</b>	<b>134.3414</b>	<b>206.9973</b>	<b>508.7295</b>	<b>1.7075</b>	<b>183.2020</b>	<b>2.7218</b>	<b>185.9238</b>	<b>49.0513</b>	<b>2.6610</b>	<b>51.7123</b>	<b>5,254.445 2</b>	<b>214,036.6 477</b>	<b>219,291.0 929</b>	<b>281.5213</b>	<b>2.2604</b>	<b>227,002.7 136</b>

	ROG	NOx	CO	SO2	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**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2017	12/31/2027	5	2653	
2	Building Construction	Building Construction	11/1/2017	12/31/2027	5	2653	
3	Grading	Grading	11/1/2017	12/31/2027	5	2653	
4	Paving	Paving	11/1/2017	12/31/2027	5	2653	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 6632.5**

**Acres of Paving: 0**

**Residential Indoor: 27,137,025; Residential Outdoor: 9,045,675; Non-Residential Indoor: 10,760,400; Non-Residential Outdoor: 3,586,800; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

**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
Architectural Coating	1	248.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,240.00	261.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.0470	0.0402	6.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	5.4895	5.4895	5.8000e-004	0.0000	5.5040
<b>Total</b>	<b>1.9052</b>	<b>0.0470</b>	<b>0.0402</b>	<b>6.0000e-005</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>	<b>0.0000</b>	<b>5.4895</b>	<b>5.4895</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>5.5040</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0198	0.2087	4.2000e-004	0.0392	3.1000e-004	0.0395	0.0104	2.9000e-004	0.0107	0.0000	38.0776	38.0776	1.4400e-003	0.0000	38.1137
<b>Total</b>	<b>0.0267</b>	<b>0.0198</b>	<b>0.2087</b>	<b>4.2000e-004</b>	<b>0.0392</b>	<b>3.1000e-004</b>	<b>0.0395</b>	<b>0.0104</b>	<b>2.9000e-004</b>	<b>0.0107</b>	<b>0.0000</b>	<b>38.0776</b>	<b>38.0776</b>	<b>1.4400e-003</b>	<b>0.0000</b>	<b>38.1137</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.0470	0.0402	6.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	5.4895	5.4895	5.8000e-004	0.0000	5.5040
<b>Total</b>	<b>1.9052</b>	<b>0.0470</b>	<b>0.0402</b>	<b>6.0000e-005</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>	<b>0.0000</b>	<b>5.4895</b>	<b>5.4895</b>	<b>5.8000e-004</b>	<b>0.0000</b>	<b>5.5040</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0198	0.2087	4.2000e-004	0.0392	3.1000e-004	0.0395	0.0104	2.9000e-004	0.0107	0.0000	38.0776	38.0776	1.4400e-003	0.0000	38.1137
<b>Total</b>	<b>0.0267</b>	<b>0.0198</b>	<b>0.2087</b>	<b>4.2000e-004</b>	<b>0.0392</b>	<b>3.1000e-004</b>	<b>0.0395</b>	<b>0.0104</b>	<b>2.9000e-004</b>	<b>0.0107</b>	<b>0.0000</b>	<b>38.0776</b>	<b>38.0776</b>	<b>1.4400e-003</b>	<b>0.0000</b>	<b>38.1137</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3992
<b>Total</b>	<b>11.5595</b>	<b>0.2618</b>	<b>0.2420</b>	<b>3.9000e-004</b>		<b>0.0197</b>	<b>0.0197</b>		<b>0.0197</b>	<b>0.0197</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>3.1700e-003</b>	<b>0.0000</b>	<b>33.3992</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1441	0.1045	1.1093	2.4900e-003	0.2377	1.8100e-003	0.2395	0.0632	1.6700e-003	0.0649	0.0000	224.9246	224.9246	7.6700e-003	0.0000	225.1163
<b>Total</b>	<b>0.1441</b>	<b>0.1045</b>	<b>1.1093</b>	<b>2.4900e-003</b>	<b>0.2377</b>	<b>1.8100e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6700e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>224.9246</b>	<b>224.9246</b>	<b>7.6700e-003</b>	<b>0.0000</b>	<b>225.1163</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3991
<b>Total</b>	<b>11.5595</b>	<b>0.2618</b>	<b>0.2420</b>	<b>3.9000e-004</b>		<b>0.0197</b>	<b>0.0197</b>		<b>0.0197</b>	<b>0.0197</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>3.1700e-003</b>	<b>0.0000</b>	<b>33.3991</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1441	0.1045	1.1093	2.4900e-003	0.2377	1.8100e-003	0.2395	0.0632	1.6700e-003	0.0649	0.0000	224.9246	224.9246	7.6700e-003	0.0000	225.1163
<b>Total</b>	<b>0.1441</b>	<b>0.1045</b>	<b>1.1093</b>	<b>2.4900e-003</b>	<b>0.2377</b>	<b>1.8100e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6700e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>224.9246</b>	<b>224.9246</b>	<b>7.6700e-003</b>	<b>0.0000</b>	<b>225.1163</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3200	33.3200	2.8100e-003	0.0000	33.3903
<b>Total</b>	<b>11.5553</b>	<b>0.2395</b>	<b>0.2403</b>	<b>3.9000e-004</b>		<b>0.0168</b>	<b>0.0168</b>		<b>0.0168</b>	<b>0.0168</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>33.3903</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1309	0.0920	0.9931	2.4100e-003	0.2377	1.7500e-003	0.2395	0.0632	1.6200e-003	0.0648	0.0000	217.2834	217.2834	6.7600e-003	0.0000	217.4524
<b>Total</b>	<b>0.1309</b>	<b>0.0920</b>	<b>0.9931</b>	<b>2.4100e-003</b>	<b>0.2377</b>	<b>1.7500e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6200e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>217.2834</b>	<b>217.2834</b>	<b>6.7600e-003</b>	<b>0.0000</b>	<b>217.4524</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3199	33.3199	2.8100e-003	0.0000	33.3903
<b>Total</b>	<b>11.5553</b>	<b>0.2395</b>	<b>0.2403</b>	<b>3.9000e-004</b>		<b>0.0168</b>	<b>0.0168</b>		<b>0.0168</b>	<b>0.0168</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>33.3903</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1309	0.0920	0.9931	2.4100e-003	0.2377	1.7500e-003	0.2395	0.0632	1.6200e-003	0.0648	0.0000	217.2834	217.2834	6.7600e-003	0.0000	217.4524
<b>Total</b>	<b>0.1309</b>	<b>0.0920</b>	<b>0.9931</b>	<b>2.4100e-003</b>	<b>0.2377</b>	<b>1.7500e-003</b>	<b>0.2395</b>	<b>0.0632</b>	<b>1.6200e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>217.2834</b>	<b>217.2834</b>	<b>6.7600e-003</b>	<b>0.0000</b>	<b>217.4524</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.2206	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5124
<b>Total</b>	<b>11.5964</b>	<b>0.2206</b>	<b>0.2399</b>	<b>3.9000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0145</b>	<b>0.0145</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>2.5900e-003</b>	<b>0.0000</b>	<b>33.5124</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1209	0.0820	0.8993	2.3400e-003	0.2386	1.7200e-003	0.2403	0.0635	1.5800e-003	0.0650	0.0000	211.4111	211.4111	5.9800e-003	0.0000	211.5605
<b>Total</b>	<b>0.1209</b>	<b>0.0820</b>	<b>0.8993</b>	<b>2.3400e-003</b>	<b>0.2386</b>	<b>1.7200e-003</b>	<b>0.2403</b>	<b>0.0635</b>	<b>1.5800e-003</b>	<b>0.0650</b>	<b>0.0000</b>	<b>211.4111</b>	<b>211.4111</b>	<b>5.9800e-003</b>	<b>0.0000</b>	<b>211.5605</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.2206	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5123
<b>Total</b>	<b>11.5964</b>	<b>0.2206</b>	<b>0.2399</b>	<b>3.9000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0145</b>	<b>0.0145</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>2.5900e-003</b>	<b>0.0000</b>	<b>33.5123</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1209	0.0820	0.8993	2.3400e-003	0.2386	1.7200e-003	0.2403	0.0635	1.5800e-003	0.0650	0.0000	211.4111	211.4111	5.9800e-003	0.0000	211.5605
<b>Total</b>	<b>0.1209</b>	<b>0.0820</b>	<b>0.8993</b>	<b>2.3400e-003</b>	<b>0.2386</b>	<b>1.7200e-003</b>	<b>0.2403</b>	<b>0.0635</b>	<b>1.5800e-003</b>	<b>0.0650</b>	<b>0.0000</b>	<b>211.4111</b>	<b>211.4111</b>	<b>5.9800e-003</b>	<b>0.0000</b>	<b>211.5605</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.1993	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3200	33.3200	2.2900e-003	0.0000	33.3771
<b>Total</b>	<b>11.5491</b>	<b>0.1993</b>	<b>0.2372</b>	<b>3.9000e-004</b>		<b>0.0123</b>	<b>0.0123</b>		<b>0.0123</b>	<b>0.0123</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>33.3771</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1121	0.0732	0.8191	2.2500e-003	0.2377	1.6600e-003	0.2394	0.0632	1.5300e-003	0.0648	0.0000	203.4333	203.4333	5.3400e-003	0.0000	203.5668
<b>Total</b>	<b>0.1121</b>	<b>0.0732</b>	<b>0.8191</b>	<b>2.2500e-003</b>	<b>0.2377</b>	<b>1.6600e-003</b>	<b>0.2394</b>	<b>0.0632</b>	<b>1.5300e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>203.4333</b>	<b>203.4333</b>	<b>5.3400e-003</b>	<b>0.0000</b>	<b>203.5668</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.1993	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3199	33.3199	2.2900e-003	0.0000	33.3771
<b>Total</b>	<b>11.5491</b>	<b>0.1993</b>	<b>0.2372</b>	<b>3.9000e-004</b>		<b>0.0123</b>	<b>0.0123</b>		<b>0.0123</b>	<b>0.0123</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>33.3771</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1121	0.0732	0.8191	2.2500e-003	0.2377	1.6600e-003	0.2394	0.0632	1.5300e-003	0.0648	0.0000	203.4333	203.4333	5.3400e-003	0.0000	203.5668
<b>Total</b>	<b>0.1121</b>	<b>0.0732</b>	<b>0.8191</b>	<b>2.2500e-003</b>	<b>0.2377</b>	<b>1.6600e-003</b>	<b>0.2394</b>	<b>0.0632</b>	<b>1.5300e-003</b>	<b>0.0648</b>	<b>0.0000</b>	<b>203.4333</b>	<b>203.4333</b>	<b>5.3400e-003</b>	<b>0.0000</b>	<b>203.5668</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>11.5030</b>	<b>0.1831</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1043	0.0656	0.7498	2.1600e-003	0.2368	1.6100e-003	0.2384	0.0630	1.4900e-003	0.0645	0.0000	195.3951	195.3951	4.7800e-003	0.0000	195.5146
<b>Total</b>	<b>0.1043</b>	<b>0.0656</b>	<b>0.7498</b>	<b>2.1600e-003</b>	<b>0.2368</b>	<b>1.6100e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>195.3951</b>	<b>195.3951</b>	<b>4.7800e-003</b>	<b>0.0000</b>	<b>195.5146</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>11.5030</b>	<b>0.1831</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1043	0.0656	0.7498	2.1600e-003	0.2368	1.6100e-003	0.2384	0.0630	1.4900e-003	0.0645	0.0000	195.3951	195.3951	4.7800e-003	0.0000	195.5146
<b>Total</b>	<b>0.1043</b>	<b>0.0656</b>	<b>0.7498</b>	<b>2.1600e-003</b>	<b>0.2368</b>	<b>1.6100e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>195.3951</b>	<b>195.3951</b>	<b>4.7800e-003</b>	<b>0.0000</b>	<b>195.5146</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.1694	0.2355	3.9000e-004		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	33.1923	33.1923	1.9900e-003	0.0000	33.2419
<b>Total</b>	<b>11.5013</b>	<b>0.1694</b>	<b>0.2355</b>	<b>3.9000e-004</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.9900e-003</b>	<b>0.0000</b>	<b>33.2419</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0977	0.0590	0.6886	2.0800e-003	0.2368	1.5700e-003	0.2384	0.0630	1.4500e-003	0.0644	0.0000	188.0577	188.0577	4.2900e-003	0.0000	188.1649
<b>Total</b>	<b>0.0977</b>	<b>0.0590</b>	<b>0.6886</b>	<b>2.0800e-003</b>	<b>0.2368</b>	<b>1.5700e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4500e-003</b>	<b>0.0644</b>	<b>0.0000</b>	<b>188.0577</b>	<b>188.0577</b>	<b>4.2900e-003</b>	<b>0.0000</b>	<b>188.1649</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.4764					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.1694	0.2354	3.9000e-004		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	33.1923	33.1923	1.9900e-003	0.0000	33.2419
<b>Total</b>	<b>11.5013</b>	<b>0.1694</b>	<b>0.2354</b>	<b>3.9000e-004</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>		<b>9.2100e-003</b>	<b>9.2100e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.9900e-003</b>	<b>0.0000</b>	<b>33.2419</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0977	0.0590	0.6886	2.0800e-003	0.2368	1.5700e-003	0.2384	0.0630	1.4500e-003	0.0644	0.0000	188.0577	188.0577	4.2900e-003	0.0000	188.1649
<b>Total</b>	<b>0.0977</b>	<b>0.0590</b>	<b>0.6886</b>	<b>2.0800e-003</b>	<b>0.2368</b>	<b>1.5700e-003</b>	<b>0.2384</b>	<b>0.0630</b>	<b>1.4500e-003</b>	<b>0.0644</b>	<b>0.0000</b>	<b>188.0577</b>	<b>188.0577</b>	<b>4.2900e-003</b>	<b>0.0000</b>	<b>188.1649</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1597	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>11.5883</b>	<b>0.1597</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0925	0.0538	0.6426	2.0100e-003	0.2386	1.5500e-003	0.2402	0.0635	1.4300e-003	0.0649	0.0000	182.1377	182.1377	3.9000e-003	0.0000	182.2351
<b>Total</b>	<b>0.0925</b>	<b>0.0538</b>	<b>0.6426</b>	<b>2.0100e-003</b>	<b>0.2386</b>	<b>1.5500e-003</b>	<b>0.2402</b>	<b>0.0635</b>	<b>1.4300e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>182.1377</b>	<b>182.1377</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>182.2351</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5646					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1597	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>11.5883</b>	<b>0.1597</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0925	0.0538	0.6426	2.0100e-003	0.2386	1.5500e-003	0.2402	0.0635	1.4300e-003	0.0649	0.0000	182.1377	182.1377	3.9000e-003	0.0000	182.2351
<b>Total</b>	<b>0.0925</b>	<b>0.0538</b>	<b>0.6426</b>	<b>2.0100e-003</b>	<b>0.2386</b>	<b>1.5500e-003</b>	<b>0.2402</b>	<b>0.0635</b>	<b>1.4300e-003</b>	<b>0.0649</b>	<b>0.0000</b>	<b>182.1377</b>	<b>182.1377</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>182.2351</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0871	0.0486	0.5930	1.9300e-003	0.2377	1.5200e-003	0.2392	0.0632	1.4000e-003	0.0646	0.0000	174.1782	174.1782	3.5200e-003	0.0000	174.2661
<b>Total</b>	<b>0.0871</b>	<b>0.0486</b>	<b>0.5930</b>	<b>1.9300e-003</b>	<b>0.2377</b>	<b>1.5200e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.4000e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>174.1782</b>	<b>174.1782</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>174.2661</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0871	0.0486	0.5930	1.9300e-003	0.2377	1.5200e-003	0.2392	0.0632	1.4000e-003	0.0646	0.0000	174.1782	174.1782	3.5200e-003	0.0000	174.2661
<b>Total</b>	<b>0.0871</b>	<b>0.0486</b>	<b>0.5930</b>	<b>1.9300e-003</b>	<b>0.2377</b>	<b>1.5200e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.4000e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>174.1782</b>	<b>174.1782</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>174.2661</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0825	0.0444	0.5519	1.8500e-003	0.2377	1.4700e-003	0.2392	0.0632	1.3500e-003	0.0646	0.0000	167.7067	167.7067	3.2000e-003	0.0000	167.7868
<b>Total</b>	<b>0.0825</b>	<b>0.0444</b>	<b>0.5519</b>	<b>1.8500e-003</b>	<b>0.2377</b>	<b>1.4700e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.3500e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>167.7067</b>	<b>167.7067</b>	<b>3.2000e-003</b>	<b>0.0000</b>	<b>167.7868</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0825	0.0444	0.5519	1.8500e-003	0.2377	1.4700e-003	0.2392	0.0632	1.3500e-003	0.0646	0.0000	167.7067	167.7067	3.2000e-003	0.0000	167.7868
<b>Total</b>	<b>0.0825</b>	<b>0.0444</b>	<b>0.5519</b>	<b>1.8500e-003</b>	<b>0.2377</b>	<b>1.4700e-003</b>	<b>0.2392</b>	<b>0.0632</b>	<b>1.3500e-003</b>	<b>0.0646</b>	<b>0.0000</b>	<b>167.7067</b>	<b>167.7067</b>	<b>3.2000e-003</b>	<b>0.0000</b>	<b>167.7868</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0781	0.0407	0.5149	1.7900e-003	0.2377	1.4000e-003	0.2391	0.0632	1.2900e-003	0.0645	0.0000	161.9136	161.9136	2.9200e-003	0.0000	161.9865
<b>Total</b>	<b>0.0781</b>	<b>0.0407</b>	<b>0.5149</b>	<b>1.7900e-003</b>	<b>0.2377</b>	<b>1.4000e-003</b>	<b>0.2391</b>	<b>0.0632</b>	<b>1.2900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>161.9136</b>	<b>161.9136</b>	<b>2.9200e-003</b>	<b>0.0000</b>	<b>161.9865</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.2 Architectural Coating - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.5205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>11.5428</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0781	0.0407	0.5149	1.7900e-003	0.2377	1.4000e-003	0.2391	0.0632	1.2900e-003	0.0645	0.0000	161.9136	161.9136	2.9200e-003	0.0000	161.9865
<b>Total</b>	<b>0.0781</b>	<b>0.0407</b>	<b>0.5149</b>	<b>1.7900e-003</b>	<b>0.2377</b>	<b>1.4000e-003</b>	<b>0.2391</b>	<b>0.0632</b>	<b>1.2900e-003</b>	<b>0.0645</b>	<b>0.0000</b>	<b>161.9136</b>	<b>161.9136</b>	<b>2.9200e-003</b>	<b>0.0000</b>	<b>161.9865</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0670	0.5709	0.3909	5.8000e-004		0.0384	0.0384		0.0361	0.0361	0.0000	51.7060	51.7060	0.0127	0.0000	52.0244
<b>Total</b>	<b>0.0670</b>	<b>0.5709</b>	<b>0.3909</b>	<b>5.8000e-004</b>		<b>0.0384</b>	<b>0.0384</b>		<b>0.0361</b>	<b>0.0361</b>	<b>0.0000</b>	<b>51.7060</b>	<b>51.7060</b>	<b>0.0127</b>	<b>0.0000</b>	<b>52.0244</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0359	0.7730	0.2905	1.4100e-003	0.0328	6.9800e-003	0.0398	9.4900e-003	6.6800e-003	0.0162	0.0000	135.0227	135.0227	9.1400e-003	0.0000	135.2512
Worker	0.1334	0.0989	1.0437	2.1100e-003	0.1958	1.5600e-003	0.1974	0.0521	1.4400e-003	0.0535	0.0000	190.3879	190.3879	7.2200e-003	0.0000	190.5684
<b>Total</b>	<b>0.1693</b>	<b>0.8718</b>	<b>1.3342</b>	<b>3.5200e-003</b>	<b>0.2286</b>	<b>8.5400e-003</b>	<b>0.2372</b>	<b>0.0616</b>	<b>8.1200e-003</b>	<b>0.0697</b>	<b>0.0000</b>	<b>325.4106</b>	<b>325.4106</b>	<b>0.0164</b>	<b>0.0000</b>	<b>325.8196</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0670	0.5709	0.3909	5.8000e-004		0.0384	0.0384		0.0361	0.0361	0.0000	51.7059	51.7059	0.0127	0.0000	52.0244
<b>Total</b>	<b>0.0670</b>	<b>0.5709</b>	<b>0.3909</b>	<b>5.8000e-004</b>		<b>0.0384</b>	<b>0.0384</b>		<b>0.0361</b>	<b>0.0361</b>	<b>0.0000</b>	<b>51.7059</b>	<b>51.7059</b>	<b>0.0127</b>	<b>0.0000</b>	<b>52.0244</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0359	0.7730	0.2905	1.4100e-003	0.0328	6.9800e-003	0.0398	9.4900e-003	6.6800e-003	0.0162	0.0000	135.0227	135.0227	9.1400e-003	0.0000	135.2512
Worker	0.1334	0.0989	1.0437	2.1100e-003	0.1958	1.5600e-003	0.1974	0.0521	1.4400e-003	0.0535	0.0000	190.3879	190.3879	7.2200e-003	0.0000	190.5684
<b>Total</b>	<b>0.1693</b>	<b>0.8718</b>	<b>1.3342</b>	<b>3.5200e-003</b>	<b>0.2286</b>	<b>8.5400e-003</b>	<b>0.2372</b>	<b>0.0616</b>	<b>8.1200e-003</b>	<b>0.0697</b>	<b>0.0000</b>	<b>325.4106</b>	<b>325.4106</b>	<b>0.0164</b>	<b>0.0000</b>	<b>325.8196</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3497	3.0524	2.2943	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2862	310.2862	0.0760	0.0000	312.1867
<b>Total</b>	<b>0.3497</b>	<b>3.0524</b>	<b>2.2943</b>	<b>3.5100e-003</b>		<b>0.1957</b>	<b>0.1957</b>		<b>0.1840</b>	<b>0.1840</b>	<b>0.0000</b>	<b>310.2862</b>	<b>310.2862</b>	<b>0.0760</b>	<b>0.0000</b>	<b>312.1867</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1851	4.4216	1.4642	8.5200e-003	0.1992	0.0348	0.2340	0.0576	0.0333	0.0909	0.0000	816.6550	816.6550	0.0528	0.0000	817.9738
Worker	0.7206	0.5226	5.5467	0.0125	1.1885	9.0400e-003	1.1975	0.3161	8.3400e-003	0.3244	0.0000	1,124.6230	1,124.6230	0.0383	0.0000	1,125.5814
<b>Total</b>	<b>0.9057</b>	<b>4.9442</b>	<b>7.0109</b>	<b>0.0210</b>	<b>1.3877</b>	<b>0.0439</b>	<b>1.4316</b>	<b>0.3737</b>	<b>0.0417</b>	<b>0.4153</b>	<b>0.0000</b>	<b>1,941.2780</b>	<b>1,941.2780</b>	<b>0.0911</b>	<b>0.0000</b>	<b>1,943.5552</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3497	3.0524	2.2942	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2859	310.2859	0.0760	0.0000	312.1864
<b>Total</b>	<b>0.3497</b>	<b>3.0524</b>	<b>2.2942</b>	<b>3.5100e-003</b>		<b>0.1957</b>	<b>0.1957</b>		<b>0.1840</b>	<b>0.1840</b>	<b>0.0000</b>	<b>310.2859</b>	<b>310.2859</b>	<b>0.0760</b>	<b>0.0000</b>	<b>312.1864</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1851	4.4216	1.4642	8.5200e-003	0.1992	0.0348	0.2340	0.0576	0.0333	0.0909	0.0000	816.6550	816.6550	0.0528	0.0000	817.9738
Worker	0.7206	0.5226	5.5467	0.0125	1.1885	9.0400e-003	1.1975	0.3161	8.3400e-003	0.3244	0.0000	1,124.6230	1,124.6230	0.0383	0.0000	1,125.5814
<b>Total</b>	<b>0.9057</b>	<b>4.9442</b>	<b>7.0109</b>	<b>0.0210</b>	<b>1.3877</b>	<b>0.0439</b>	<b>1.4316</b>	<b>0.3737</b>	<b>0.0417</b>	<b>0.4153</b>	<b>0.0000</b>	<b>1,941.2780</b>	<b>1,941.2780</b>	<b>0.0911</b>	<b>0.0000</b>	<b>1,943.5552</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3081	2.7508	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8110	306.8110	0.0747	0.0000	308.6795
<b>Total</b>	<b>0.3081</b>	<b>2.7508</b>	<b>2.2399</b>	<b>3.5100e-003</b>		<b>0.1683</b>	<b>0.1683</b>		<b>0.1583</b>	<b>0.1583</b>	<b>0.0000</b>	<b>306.8110</b>	<b>306.8110</b>	<b>0.0747</b>	<b>0.0000</b>	<b>308.6795</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1633	4.1782	1.2770	8.4500e-003	0.1992	0.0298	0.2290	0.0576	0.0285	0.0861	0.0000	810.9481	810.9481	0.0508	0.0000	812.2191
Worker	0.6544	0.4598	4.9653	0.0120	1.1885	8.7700e-003	1.1972	0.3161	8.0900e-003	0.3242	0.0000	1,086.4172	1,086.4172	0.0338	0.0000	1,087.2619
<b>Total</b>	<b>0.8176</b>	<b>4.6380</b>	<b>6.2422</b>	<b>0.0205</b>	<b>1.3877</b>	<b>0.0385</b>	<b>1.4262</b>	<b>0.3737</b>	<b>0.0366</b>	<b>0.4102</b>	<b>0.0000</b>	<b>1,897.3653</b>	<b>1,897.3653</b>	<b>0.0846</b>	<b>0.0000</b>	<b>1,899.4810</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3081	2.7508	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8106	306.8106	0.0747	0.0000	308.6792
<b>Total</b>	<b>0.3081</b>	<b>2.7508</b>	<b>2.2399</b>	<b>3.5100e-003</b>		<b>0.1683</b>	<b>0.1683</b>		<b>0.1583</b>	<b>0.1583</b>	<b>0.0000</b>	<b>306.8106</b>	<b>306.8106</b>	<b>0.0747</b>	<b>0.0000</b>	<b>308.6792</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1633	4.1782	1.2770	8.4500e-003	0.1992	0.0298	0.2290	0.0576	0.0285	0.0861	0.0000	810.9481	810.9481	0.0508	0.0000	812.2191
Worker	0.6544	0.4598	4.9653	0.0120	1.1885	8.7700e-003	1.1972	0.3161	8.0900e-003	0.3242	0.0000	1,086.4172	1,086.4172	0.0338	0.0000	1,087.2619
<b>Total</b>	<b>0.8176</b>	<b>4.6380</b>	<b>6.2422</b>	<b>0.0205</b>	<b>1.3877</b>	<b>0.0385</b>	<b>1.4262</b>	<b>0.3737</b>	<b>0.0366</b>	<b>0.4102</b>	<b>0.0000</b>	<b>1,897.3653</b>	<b>1,897.3653</b>	<b>0.0846</b>	<b>0.0000</b>	<b>1,899.4810</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596
<b>Total</b>	<b>0.2777</b>	<b>2.5134</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4091</b>	<b>303.4091</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2596</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1309	3.8343	1.0695	8.4200e-003	0.1999	0.0199	0.2198	0.0578	0.0190	0.0768	0.0000	809.0048	809.0048	0.0479	0.0000	810.2024
Worker	0.6047	0.4101	4.4964	0.0117	1.1930	8.5900e-003	1.2016	0.3173	7.9200e-003	0.3252	0.0000	1,057.0555	1,057.0555	0.0299	0.0000	1,057.8027
<b>Total</b>	<b>0.7356</b>	<b>4.2444</b>	<b>5.5659</b>	<b>0.0201</b>	<b>1.3930</b>	<b>0.0284</b>	<b>1.4214</b>	<b>0.3751</b>	<b>0.0269</b>	<b>0.4020</b>	<b>0.0000</b>	<b>1,866.0603</b>	<b>1,866.0603</b>	<b>0.0778</b>	<b>0.0000</b>	<b>1,868.0051</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
<b>Total</b>	<b>0.2777</b>	<b>2.5134</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4087</b>	<b>303.4087</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2592</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1309	3.8343	1.0695	8.4200e-003	0.1999	0.0199	0.2198	0.0578	0.0190	0.0768	0.0000	809.0048	809.0048	0.0479	0.0000	810.2024
Worker	0.6047	0.4101	4.4964	0.0117	1.1930	8.5900e-003	1.2016	0.3173	7.9200e-003	0.3252	0.0000	1,057.0555	1,057.0555	0.0299	0.0000	1,057.8027
<b>Total</b>	<b>0.7356</b>	<b>4.2444</b>	<b>5.5659</b>	<b>0.0201</b>	<b>1.3930</b>	<b>0.0284</b>	<b>1.4214</b>	<b>0.3751</b>	<b>0.0269</b>	<b>0.4020</b>	<b>0.0000</b>	<b>1,866.0603</b>	<b>1,866.0603</b>	<b>0.0778</b>	<b>0.0000</b>	<b>1,868.0051</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2867	302.2867	0.0729	0.0000	304.1099
<b>Total</b>	<b>0.2481</b>	<b>2.2749</b>	<b>2.1631</b>	<b>3.5100e-003</b>		<b>0.1251</b>	<b>0.1251</b>		<b>0.1176</b>	<b>0.1176</b>	<b>0.0000</b>	<b>302.2867</b>	<b>302.2867</b>	<b>0.0729</b>	<b>0.0000</b>	<b>304.1099</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1071	3.4843	0.9313	8.3200e-003	0.1991	9.6300e-003	0.2088	0.0576	9.2100e-003	0.0668	0.0000	799.2112	799.2112	0.0457	0.0000	800.3536
Worker	0.5603	0.3662	4.0957	0.0113	1.1885	8.3100e-003	1.1968	0.3161	7.6600e-003	0.3238	0.0000	1,017.1665	1,017.1665	0.0267	0.0000	1,017.8341
<b>Total</b>	<b>0.6675</b>	<b>3.8505</b>	<b>5.0269</b>	<b>0.0196</b>	<b>1.3876</b>	<b>0.0179</b>	<b>1.4055</b>	<b>0.3736</b>	<b>0.0169</b>	<b>0.3905</b>	<b>0.0000</b>	<b>1,816.3778</b>	<b>1,816.3778</b>	<b>0.0724</b>	<b>0.0000</b>	<b>1,818.1877</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2863	302.2863	0.0729	0.0000	304.1095
<b>Total</b>	<b>0.2481</b>	<b>2.2749</b>	<b>2.1631</b>	<b>3.5100e-003</b>		<b>0.1251</b>	<b>0.1251</b>		<b>0.1176</b>	<b>0.1176</b>	<b>0.0000</b>	<b>302.2863</b>	<b>302.2863</b>	<b>0.0729</b>	<b>0.0000</b>	<b>304.1095</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1071	3.4843	0.9313	8.3200e-003	0.1991	9.6300e-003	0.2088	0.0576	9.2100e-003	0.0668	0.0000	799.2112	799.2112	0.0457	0.0000	800.3536
Worker	0.5603	0.3662	4.0957	0.0113	1.1885	8.3100e-003	1.1968	0.3161	7.6600e-003	0.3238	0.0000	1,017.1665	1,017.1665	0.0267	0.0000	1,017.8341
<b>Total</b>	<b>0.6675</b>	<b>3.8505</b>	<b>5.0269</b>	<b>0.0196</b>	<b>1.3876</b>	<b>0.0179</b>	<b>1.4055</b>	<b>0.3736</b>	<b>0.0169</b>	<b>0.3905</b>	<b>0.0000</b>	<b>1,816.3778</b>	<b>1,816.3778</b>	<b>0.0724</b>	<b>0.0000</b>	<b>1,818.1877</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
<b>Total</b>	<b>0.2218</b>	<b>2.0300</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2428</b>	<b>301.2428</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0471</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0990	3.2956	0.8554	8.2100e-003	0.1984	8.4100e-003	0.2068	0.0573	8.0500e-003	0.0654	0.0000	789.1509	789.1509	0.0442	0.0000	790.2564
Worker	0.5217	0.3280	3.7491	0.0108	1.1839	8.0600e-003	1.1920	0.3149	7.4300e-003	0.3223	0.0000	976.9756	976.9756	0.0239	0.0000	977.5732
<b>Total</b>	<b>0.6207</b>	<b>3.6236</b>	<b>4.6045</b>	<b>0.0190</b>	<b>1.3823</b>	<b>0.0165</b>	<b>1.3987</b>	<b>0.3722</b>	<b>0.0155</b>	<b>0.3877</b>	<b>0.0000</b>	<b>1,766.1265</b>	<b>1,766.1265</b>	<b>0.0681</b>	<b>0.0000</b>	<b>1,767.8296</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
<b>Total</b>	<b>0.2218</b>	<b>2.0300</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2425</b>	<b>301.2425</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0467</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0990	3.2956	0.8554	8.2100e-003	0.1984	8.4100e-003	0.2068	0.0573	8.0500e-003	0.0654	0.0000	789.1509	789.1509	0.0442	0.0000	790.2564
Worker	0.5217	0.3280	3.7491	0.0108	1.1839	8.0600e-003	1.1920	0.3149	7.4300e-003	0.3223	0.0000	976.9756	976.9756	0.0239	0.0000	977.5732
<b>Total</b>	<b>0.6207</b>	<b>3.6236</b>	<b>4.6045</b>	<b>0.0190</b>	<b>1.3823</b>	<b>0.0165</b>	<b>1.3987</b>	<b>0.3722</b>	<b>0.0155</b>	<b>0.3877</b>	<b>0.0000</b>	<b>1,766.1265</b>	<b>1,766.1265</b>	<b>0.0681</b>	<b>0.0000</b>	<b>1,767.8296</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
<b>Total</b>	<b>0.2045</b>	<b>1.8700</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3462</b>	<b>301.3462</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1383</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.7854	0.7567	8.0500e-003	0.1983	4.0000e-003	0.2023	0.0573	3.8300e-003	0.0611	0.0000	774.5647	774.5647	0.0397	0.0000	775.5564
Worker	0.4883	0.2951	3.4432	0.0104	1.1839	7.8700e-003	1.1918	0.3149	7.2500e-003	0.3221	0.0000	940.2887	940.2887	0.0214	0.0000	940.8244
<b>Total</b>	<b>0.5666</b>	<b>3.0805</b>	<b>4.1999</b>	<b>0.0185</b>	<b>1.3822</b>	<b>0.0119</b>	<b>1.3941</b>	<b>0.3722</b>	<b>0.0111</b>	<b>0.3833</b>	<b>0.0000</b>	<b>1,714.8533</b>	<b>1,714.8533</b>	<b>0.0611</b>	<b>0.0000</b>	<b>1,716.3808</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
<b>Total</b>	<b>0.2045</b>	<b>1.8700</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3458</b>	<b>301.3458</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1380</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.7854	0.7567	8.0500e-003	0.1983	4.0000e-003	0.2023	0.0573	3.8300e-003	0.0611	0.0000	774.5647	774.5647	0.0397	0.0000	775.5564
Worker	0.4883	0.2951	3.4432	0.0104	1.1839	7.8700e-003	1.1918	0.3149	7.2500e-003	0.3221	0.0000	940.2887	940.2887	0.0214	0.0000	940.8244
<b>Total</b>	<b>0.5666</b>	<b>3.0805</b>	<b>4.1999</b>	<b>0.0185</b>	<b>1.3822</b>	<b>0.0119</b>	<b>1.3941</b>	<b>0.3722</b>	<b>0.0111</b>	<b>0.3833</b>	<b>0.0000</b>	<b>1,714.8533</b>	<b>1,714.8533</b>	<b>0.0611</b>	<b>0.0000</b>	<b>1,716.3808</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
<b>Total</b>	<b>0.1928</b>	<b>1.7611</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7223</b>	<b>303.7223</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5179</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0752	2.7532	0.7129	8.0600e-003	0.1998	3.8300e-003	0.2037	0.0577	3.6600e-003	0.0614	0.0000	775.9916	775.9916	0.0395	0.0000	776.9788
Worker	0.4627	0.2688	3.2132	0.0101	1.1930	7.7500e-003	1.2008	0.3173	7.1400e-003	0.3244	0.0000	910.6885	910.6885	0.0195	0.0000	911.1754
<b>Total</b>	<b>0.5378</b>	<b>3.0220</b>	<b>3.9260</b>	<b>0.0181</b>	<b>1.3929</b>	<b>0.0116</b>	<b>1.4044</b>	<b>0.3750</b>	<b>0.0108</b>	<b>0.3859</b>	<b>0.0000</b>	<b>1,686.6801</b>	<b>1,686.6801</b>	<b>0.0590</b>	<b>0.0000</b>	<b>1,688.1543</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
<b>Total</b>	<b>0.1928</b>	<b>1.7611</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7220</b>	<b>303.7220</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5175</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0752	2.7532	0.7129	8.0600e-003	0.1998	3.8300e-003	0.2037	0.0577	3.6600e-003	0.0614	0.0000	775.9916	775.9916	0.0395	0.0000	776.9788
Worker	0.4627	0.2688	3.2132	0.0101	1.1930	7.7500e-003	1.2008	0.3173	7.1400e-003	0.3244	0.0000	910.6885	910.6885	0.0195	0.0000	911.1754
<b>Total</b>	<b>0.5378</b>	<b>3.0220</b>	<b>3.9260</b>	<b>0.0181</b>	<b>1.3929</b>	<b>0.0116</b>	<b>1.4044</b>	<b>0.3750</b>	<b>0.0108</b>	<b>0.3859</b>	<b>0.0000</b>	<b>1,686.6801</b>	<b>1,686.6801</b>	<b>0.0590</b>	<b>0.0000</b>	<b>1,688.1543</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0718	2.6919	0.6724	7.9800e-003	0.1991	3.6200e-003	0.2027	0.0575	3.4600e-003	0.0610	0.0000	768.6664	768.6664	0.0389	0.0000	769.6383
Worker	0.4353	0.2431	2.9649	9.6300e-003	1.1885	7.5800e-003	1.1961	0.3161	6.9800e-003	0.3231	0.0000	870.8908	870.8908	0.0176	0.0000	871.3305
<b>Total</b>	<b>0.5071</b>	<b>2.9350</b>	<b>3.6373</b>	<b>0.0176</b>	<b>1.3875</b>	<b>0.0112</b>	<b>1.3987</b>	<b>0.3736</b>	<b>0.0104</b>	<b>0.3841</b>	<b>0.0000</b>	<b>1,639.5572</b>	<b>1,639.5572</b>	<b>0.0565</b>	<b>0.0000</b>	<b>1,640.9688</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0718	2.6919	0.6724	7.9800e-003	0.1991	3.6200e-003	0.2027	0.0575	3.4600e-003	0.0610	0.0000	768.6664	768.6664	0.0389	0.0000	769.6383
Worker	0.4353	0.2431	2.9649	9.6300e-003	1.1885	7.5800e-003	1.1961	0.3161	6.9800e-003	0.3231	0.0000	870.8908	870.8908	0.0176	0.0000	871.3305
<b>Total</b>	<b>0.5071</b>	<b>2.9350</b>	<b>3.6373</b>	<b>0.0176</b>	<b>1.3875</b>	<b>0.0112</b>	<b>1.3987</b>	<b>0.3736</b>	<b>0.0104</b>	<b>0.3841</b>	<b>0.0000</b>	<b>1,639.5572</b>	<b>1,639.5572</b>	<b>0.0565</b>	<b>0.0000</b>	<b>1,640.9688</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0691	2.6435	0.6416	7.9300e-003	0.1990	3.4200e-003	0.2025	0.0575	3.2700e-003	0.0608	0.0000	764.5208	764.5208	0.0385	0.0000	765.4822
Worker	0.4126	0.2221	2.7596	9.2700e-003	1.1885	7.3600e-003	1.1958	0.3161	6.7700e-003	0.3229	0.0000	838.5337	838.5337	0.0160	0.0000	838.9340
<b>Total</b>	<b>0.4817</b>	<b>2.8656</b>	<b>3.4013</b>	<b>0.0172</b>	<b>1.3875</b>	<b>0.0108</b>	<b>1.3983</b>	<b>0.3736</b>	<b>0.0100</b>	<b>0.3837</b>	<b>0.0000</b>	<b>1,603.0545</b>	<b>1,603.0545</b>	<b>0.0545</b>	<b>0.0000</b>	<b>1,604.4162</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0691	2.6435	0.6416	7.9300e-003	0.1990	3.4200e-003	0.2025	0.0575	3.2700e-003	0.0608	0.0000	764.5208	764.5208	0.0385	0.0000	765.4822
Worker	0.4126	0.2221	2.7596	9.2700e-003	1.1885	7.3600e-003	1.1958	0.3161	6.7700e-003	0.3229	0.0000	838.5337	838.5337	0.0160	0.0000	838.9340
<b>Total</b>	<b>0.4817</b>	<b>2.8656</b>	<b>3.4013</b>	<b>0.0172</b>	<b>1.3875</b>	<b>0.0108</b>	<b>1.3983</b>	<b>0.3736</b>	<b>0.0100</b>	<b>0.3837</b>	<b>0.0000</b>	<b>1,603.0545</b>	<b>1,603.0545</b>	<b>0.0545</b>	<b>0.0000</b>	<b>1,604.4162</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0668	2.5990	0.6149	7.8900e-003	0.1990	3.2500e-003	0.2023	0.0575	3.1100e-003	0.0606	0.0000	760.6223	760.6223	0.0381	0.0000	761.5735
Worker	0.3904	0.2032	2.5743	8.9500e-003	1.1885	6.9900e-003	1.1955	0.3161	6.4400e-003	0.3225	0.0000	809.5680	809.5680	0.0146	0.0000	809.9327
<b>Total</b>	<b>0.4572</b>	<b>2.8023</b>	<b>3.1892</b>	<b>0.0168</b>	<b>1.3875</b>	<b>0.0102</b>	<b>1.3977</b>	<b>0.3736</b>	<b>9.5500e-003</b>	<b>0.3832</b>	<b>0.0000</b>	<b>1,570.1904</b>	<b>1,570.1904</b>	<b>0.0526</b>	<b>0.0000</b>	<b>1,571.5062</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.3 Building Construction - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0668	2.5990	0.6149	7.8900e-003	0.1990	3.2500e-003	0.2023	0.0575	3.1100e-003	0.0606	0.0000	760.6223	760.6223	0.0381	0.0000	761.5735
Worker	0.3904	0.2032	2.5743	8.9500e-003	1.1885	6.9900e-003	1.1955	0.3161	6.4400e-003	0.3225	0.0000	809.5680	809.5680	0.0146	0.0000	809.9327
<b>Total</b>	<b>0.4572</b>	<b>2.8023</b>	<b>3.1892</b>	<b>0.0168</b>	<b>1.3875</b>	<b>0.0102</b>	<b>1.3977</b>	<b>0.3736</b>	<b>9.5500e-003</b>	<b>0.3832</b>	<b>0.0000</b>	<b>1,570.1904</b>	<b>1,570.1904</b>	<b>0.0526</b>	<b>0.0000</b>	<b>1,571.5062</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1236	1.4607	0.8338	1.3300e-003		0.0661	0.0661		0.0608	0.0608	0.0000	123.7537	123.7537	0.0379	0.0000	124.7016
<b>Total</b>	<b>0.1236</b>	<b>1.4607</b>	<b>0.8338</b>	<b>1.3300e-003</b>	<b>11.5052</b>	<b>0.0661</b>	<b>11.5712</b>	<b>4.7708</b>	<b>0.0608</b>	<b>4.8315</b>	<b>0.0000</b>	<b>123.7537</b>	<b>123.7537</b>	<b>0.0379</b>	<b>0.0000</b>	<b>124.7016</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5900e-003	0.0168	3.0000e-005	3.1600e-003	3.0000e-005	3.1800e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	3.0708	3.0708	1.2000e-004	0.0000	3.0737
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5900e-003</b>	<b>0.0168</b>	<b>3.0000e-005</b>	<b>3.1600e-003</b>	<b>3.0000e-005</b>	<b>3.1800e-003</b>	<b>8.4000e-004</b>	<b>2.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>3.0708</b>	<b>3.0708</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>3.0737</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1236	1.4607	0.8338	1.3300e-003		0.0661	0.0661		0.0608	0.0608	0.0000	123.7535	123.7535	0.0379	0.0000	124.7015
<b>Total</b>	<b>0.1236</b>	<b>1.4607</b>	<b>0.8338</b>	<b>1.3300e-003</b>	<b>11.5052</b>	<b>0.0661</b>	<b>11.5712</b>	<b>4.7708</b>	<b>0.0608</b>	<b>4.8315</b>	<b>0.0000</b>	<b>123.7535</b>	<b>123.7535</b>	<b>0.0379</b>	<b>0.0000</b>	<b>124.7015</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5900e-003	0.0168	3.0000e-005	3.1600e-003	3.0000e-005	3.1800e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	3.0708	3.0708	1.2000e-004	0.0000	3.0737
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5900e-003</b>	<b>0.0168</b>	<b>3.0000e-005</b>	<b>3.1600e-003</b>	<b>3.0000e-005</b>	<b>3.1800e-003</b>	<b>8.4000e-004</b>	<b>2.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>3.0708</b>	<b>3.0708</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>3.0737</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	7.7676	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2630	739.2630	0.2301	0.0000	745.0165
<b>Total</b>	<b>0.6643</b>	<b>7.7676</b>	<b>4.5792</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.3437</b>	<b>11.8489</b>	<b>4.7708</b>	<b>0.3162</b>	<b>5.0870</b>	<b>0.0000</b>	<b>739.2630</b>	<b>739.2630</b>	<b>0.2301</b>	<b>0.0000</b>	<b>745.0165</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.4300e-003	0.0895	2.0000e-004	0.0192	1.5000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.1391	18.1391	6.2000e-004	0.0000	18.1545
<b>Total</b>	<b>0.0116</b>	<b>8.4300e-003</b>	<b>0.0895</b>	<b>2.0000e-004</b>	<b>0.0192</b>	<b>1.5000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>18.1391</b>	<b>18.1391</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>18.1545</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	7.7676	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2621	739.2621	0.2301	0.0000	745.0156
<b>Total</b>	<b>0.6643</b>	<b>7.7676</b>	<b>4.5792</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.3437</b>	<b>11.8489</b>	<b>4.7708</b>	<b>0.3162</b>	<b>5.0870</b>	<b>0.0000</b>	<b>739.2621</b>	<b>739.2621</b>	<b>0.2301</b>	<b>0.0000</b>	<b>745.0156</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.4300e-003	0.0895	2.0000e-004	0.0192	1.5000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.1391	18.1391	6.2000e-004	0.0000	18.1545
<b>Total</b>	<b>0.0116</b>	<b>8.4300e-003</b>	<b>0.0895</b>	<b>2.0000e-004</b>	<b>0.0192</b>	<b>1.5000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>18.1391</b>	<b>18.1391</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>18.1545</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6184	7.1149	4.3557	8.0900e-003		0.3109	0.3109		0.2861	0.2861	0.0000	726.9022	726.9022	0.2300	0.0000	732.6518
<b>Total</b>	<b>0.6184</b>	<b>7.1149</b>	<b>4.3557</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.3109</b>	<b>11.8161</b>	<b>4.7708</b>	<b>0.2861</b>	<b>5.0568</b>	<b>0.0000</b>	<b>726.9022</b>	<b>726.9022</b>	<b>0.2300</b>	<b>0.0000</b>	<b>732.6518</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	7.4200e-003	0.0801	1.9000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	17.5229	17.5229	5.4000e-004	0.0000	17.5365
<b>Total</b>	<b>0.0106</b>	<b>7.4200e-003</b>	<b>0.0801</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>17.5229</b>	<b>17.5229</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>17.5365</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6184	7.1149	4.3557	8.0900e-003		0.3109	0.3109		0.2861	0.2861	0.0000	726.9014	726.9014	0.2300	0.0000	732.6510
<b>Total</b>	<b>0.6184</b>	<b>7.1149</b>	<b>4.3557</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.3109</b>	<b>11.8161</b>	<b>4.7708</b>	<b>0.2861</b>	<b>5.0568</b>	<b>0.0000</b>	<b>726.9014</b>	<b>726.9014</b>	<b>0.2300</b>	<b>0.0000</b>	<b>732.6510</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	7.4200e-003	0.0801	1.9000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	17.5229	17.5229	5.4000e-004	0.0000	17.5365
<b>Total</b>	<b>0.0106</b>	<b>7.4200e-003</b>	<b>0.0801</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.3000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>17.5229</b>	<b>17.5229</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>17.5365</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5830	6.5759	4.1865	8.1200e-003		0.2848	0.2848		0.2620	0.2620	0.0000	713.7442	713.7442	0.2308	0.0000	719.5152
<b>Total</b>	<b>0.5830</b>	<b>6.5759</b>	<b>4.1865</b>	<b>8.1200e-003</b>	<b>11.5052</b>	<b>0.2848</b>	<b>11.7900</b>	<b>4.7708</b>	<b>0.2620</b>	<b>5.0328</b>	<b>0.0000</b>	<b>713.7442</b>	<b>713.7442</b>	<b>0.2308</b>	<b>0.0000</b>	<b>719.5152</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7500e-003	6.6100e-003	0.0725	1.9000e-004	0.0192	1.4000e-004	0.0194	5.1200e-003	1.3000e-004	5.2500e-003	0.0000	17.0493	17.0493	4.8000e-004	0.0000	17.0613
<b>Total</b>	<b>9.7500e-003</b>	<b>6.6100e-003</b>	<b>0.0725</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.3000e-004</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>17.0493</b>	<b>17.0493</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>17.0613</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5830	6.5759	4.1865	8.1200e-003		0.2848	0.2848		0.2620	0.2620	0.0000	713.7434	713.7434	0.2308	0.0000	719.5144
<b>Total</b>	<b>0.5830</b>	<b>6.5759</b>	<b>4.1865</b>	<b>8.1200e-003</b>	<b>11.5052</b>	<b>0.2848</b>	<b>11.7900</b>	<b>4.7708</b>	<b>0.2620</b>	<b>5.0328</b>	<b>0.0000</b>	<b>713.7434</b>	<b>713.7434</b>	<b>0.2308</b>	<b>0.0000</b>	<b>719.5144</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7500e-003	6.6100e-003	0.0725	1.9000e-004	0.0192	1.4000e-004	0.0194	5.1200e-003	1.3000e-004	5.2500e-003	0.0000	17.0493	17.0493	4.8000e-004	0.0000	17.0613
<b>Total</b>	<b>9.7500e-003</b>	<b>6.6100e-003</b>	<b>0.0725</b>	<b>1.9000e-004</b>	<b>0.0192</b>	<b>1.4000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.3000e-004</b>	<b>5.2500e-003</b>	<b>0.0000</b>	<b>17.0493</b>	<b>17.0493</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>17.0613</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5470	6.0552	4.0296	8.0900e-003		0.2591	0.2591		0.2384	0.2384	0.0000	711.1595	711.1595	0.2300	0.0000	716.9096
<b>Total</b>	<b>0.5470</b>	<b>6.0552</b>	<b>4.0296</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.2591</b>	<b>11.7643</b>	<b>4.7708</b>	<b>0.2384</b>	<b>5.0091</b>	<b>0.0000</b>	<b>711.1595</b>	<b>711.1595</b>	<b>0.2300</b>	<b>0.0000</b>	<b>716.9096</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0400e-003	5.9100e-003	0.0661	1.8000e-004	0.0192	1.3000e-004	0.0193	5.1000e-003	1.2000e-004	5.2200e-003	0.0000	16.4059	16.4059	4.3000e-004	0.0000	16.4167
<b>Total</b>	<b>9.0400e-003</b>	<b>5.9100e-003</b>	<b>0.0661</b>	<b>1.8000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.2000e-004</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>16.4059</b>	<b>16.4059</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>16.4167</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5470	6.0552	4.0296	8.0900e-003		0.2591	0.2591		0.2384	0.2384	0.0000	711.1587	711.1587	0.2300	0.0000	716.9087
<b>Total</b>	<b>0.5470</b>	<b>6.0552</b>	<b>4.0296</b>	<b>8.0900e-003</b>	<b>11.5052</b>	<b>0.2591</b>	<b>11.7643</b>	<b>4.7708</b>	<b>0.2384</b>	<b>5.0091</b>	<b>0.0000</b>	<b>711.1587</b>	<b>711.1587</b>	<b>0.2300</b>	<b>0.0000</b>	<b>716.9087</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0400e-003	5.9100e-003	0.0661	1.8000e-004	0.0192	1.3000e-004	0.0193	5.1000e-003	1.2000e-004	5.2200e-003	0.0000	16.4059	16.4059	4.3000e-004	0.0000	16.4167
<b>Total</b>	<b>9.0400e-003</b>	<b>5.9100e-003</b>	<b>0.0661</b>	<b>1.8000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.2000e-004</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>16.4059</b>	<b>16.4059</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>16.4167</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9498	708.9498	0.2293	0.0000	714.6820
<b>Total</b>	<b>0.4712</b>	<b>5.0497</b>	<b>3.7754</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.2125</b>	<b>11.7177</b>	<b>4.7708</b>	<b>0.1955</b>	<b>4.9663</b>	<b>0.0000</b>	<b>708.9498</b>	<b>708.9498</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6820</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4100e-003	5.2900e-003	0.0605	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.7577	15.7577	3.9000e-004	0.0000	15.7673
<b>Total</b>	<b>8.4100e-003</b>	<b>5.2900e-003</b>	<b>0.0605</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.7577</b>	<b>15.7577</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>15.7673</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9490	708.9490	0.2293	0.0000	714.6812
<b>Total</b>	<b>0.4712</b>	<b>5.0497</b>	<b>3.7754</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.2125</b>	<b>11.7177</b>	<b>4.7708</b>	<b>0.1955</b>	<b>4.9663</b>	<b>0.0000</b>	<b>708.9490</b>	<b>708.9490</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6812</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4100e-003	5.2900e-003	0.0605	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.7577	15.7577	3.9000e-004	0.0000	15.7673
<b>Total</b>	<b>8.4100e-003</b>	<b>5.2900e-003</b>	<b>0.0605</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.7577</b>	<b>15.7577</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>15.7673</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900
<b>Total</b>	<b>0.4318</b>	<b>4.4870</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.1852</b>	<b>11.6904</b>	<b>4.7708</b>	<b>0.1704</b>	<b>4.9411</b>	<b>0.0000</b>	<b>708.9577</b>	<b>708.9577</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6900</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8800e-003	4.7600e-003	0.0555	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.1660	15.1660	3.5000e-004	0.0000	15.1746
<b>Total</b>	<b>7.8800e-003</b>	<b>4.7600e-003</b>	<b>0.0555</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.1660</b>	<b>15.1660</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>15.1746</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
<b>Total</b>	<b>0.4318</b>	<b>4.4870</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>11.5052</b>	<b>0.1852</b>	<b>11.6904</b>	<b>4.7708</b>	<b>0.1704</b>	<b>4.9411</b>	<b>0.0000</b>	<b>708.9569</b>	<b>708.9569</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6891</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8800e-003	4.7600e-003	0.0555	1.7000e-004	0.0191	1.3000e-004	0.0192	5.0800e-003	1.2000e-004	5.2000e-003	0.0000	15.1660	15.1660	3.5000e-004	0.0000	15.1746
<b>Total</b>	<b>7.8800e-003</b>	<b>4.7600e-003</b>	<b>0.0555</b>	<b>1.7000e-004</b>	<b>0.0191</b>	<b>1.3000e-004</b>	<b>0.0192</b>	<b>5.0800e-003</b>	<b>1.2000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>15.1660</b>	<b>15.1660</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>15.1746</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	4.2414	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2058	714.2058	0.2310	0.0000	719.9805
<b>Total</b>	<b>0.4216</b>	<b>4.2414</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>11.5052</b>	<b>0.1749</b>	<b>11.6801</b>	<b>4.7708</b>	<b>0.1609</b>	<b>4.9317</b>	<b>0.0000</b>	<b>714.2058</b>	<b>714.2058</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9805</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4600e-003	4.3300e-003	0.0518	1.6000e-004	0.0192	1.3000e-004	0.0194	5.1200e-003	1.2000e-004	5.2300e-003	0.0000	14.6885	14.6885	3.1000e-004	0.0000	14.6964
<b>Total</b>	<b>7.4600e-003</b>	<b>4.3300e-003</b>	<b>0.0518</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.2000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>14.6885</b>	<b>14.6885</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>14.6964</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	4.2414	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2049	714.2049	0.2310	0.0000	719.9796
<b>Total</b>	<b>0.4216</b>	<b>4.2414</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>11.5052</b>	<b>0.1749</b>	<b>11.6801</b>	<b>4.7708</b>	<b>0.1609</b>	<b>4.9317</b>	<b>0.0000</b>	<b>714.2049</b>	<b>714.2049</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9796</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4600e-003	4.3300e-003	0.0518	1.6000e-004	0.0192	1.3000e-004	0.0194	5.1200e-003	1.2000e-004	5.2300e-003	0.0000	14.6885	14.6885	3.1000e-004	0.0000	14.6964
<b>Total</b>	<b>7.4600e-003</b>	<b>4.3300e-003</b>	<b>0.0518</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.3000e-004</b>	<b>0.0194</b>	<b>5.1200e-003</b>	<b>1.2000e-004</b>	<b>5.2300e-003</b>	<b>0.0000</b>	<b>14.6885</b>	<b>14.6885</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>14.6964</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0200e-003	3.9200e-003	0.0478	1.6000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	14.0466	14.0466	2.8000e-004	0.0000	14.0537
<b>Total</b>	<b>7.0200e-003</b>	<b>3.9200e-003</b>	<b>0.0478</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>14.0466</b>	<b>14.0466</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>14.0537</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6465	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>3.6465</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0200e-003	3.9200e-003	0.0478	1.6000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	14.0466	14.0466	2.8000e-004	0.0000	14.0537
<b>Total</b>	<b>7.0200e-003</b>	<b>3.9200e-003</b>	<b>0.0478</b>	<b>1.6000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>14.0466</b>	<b>14.0466</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>14.0537</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6500e-003	3.5800e-003	0.0445	1.5000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	13.5247	13.5247	2.6000e-004	0.0000	13.5312
<b>Total</b>	<b>6.6500e-003</b>	<b>3.5800e-003</b>	<b>0.0445</b>	<b>1.5000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>13.5247</b>	<b>13.5247</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>13.5312</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6465	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>3.6465</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6500e-003	3.5800e-003	0.0445	1.5000e-004	0.0192	1.2000e-004	0.0193	5.1000e-003	1.1000e-004	5.2100e-003	0.0000	13.5247	13.5247	2.6000e-004	0.0000	13.5312
<b>Total</b>	<b>6.6500e-003</b>	<b>3.5800e-003</b>	<b>0.0445</b>	<b>1.5000e-004</b>	<b>0.0192</b>	<b>1.2000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.1000e-004</b>	<b>5.2100e-003</b>	<b>0.0000</b>	<b>13.5247</b>	<b>13.5247</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>13.5312</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6466	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3061	711.3061	0.2301	0.0000	717.0573
<b>Total</b>	<b>0.3786</b>	<b>3.6466</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3061</b>	<b>711.3061</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0573</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-003	3.2800e-003	0.0415	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2000e-003	0.0000	13.0576	13.0576	2.4000e-004	0.0000	13.0634
<b>Total</b>	<b>6.3000e-003</b>	<b>3.2800e-003</b>	<b>0.0415</b>	<b>1.4000e-004</b>	<b>0.0192</b>	<b>1.1000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.0000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>13.0576</b>	<b>13.0576</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>13.0634</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.4 Grading - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					11.5052	0.0000	11.5052	4.7708	0.0000	4.7708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3786	3.6465	3.4362	8.1000e-003		0.1476	0.1476		0.1358	0.1358	0.0000	711.3052	711.3052	0.2301	0.0000	717.0565
<b>Total</b>	<b>0.3786</b>	<b>3.6465</b>	<b>3.4362</b>	<b>8.1000e-003</b>	<b>11.5052</b>	<b>0.1476</b>	<b>11.6528</b>	<b>4.7708</b>	<b>0.1358</b>	<b>4.9065</b>	<b>0.0000</b>	<b>711.3052</b>	<b>711.3052</b>	<b>0.2301</b>	<b>0.0000</b>	<b>717.0565</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-003	3.2800e-003	0.0415	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2000e-003	0.0000	13.0576	13.0576	2.4000e-004	0.0000	13.0634
<b>Total</b>	<b>6.3000e-003</b>	<b>3.2800e-003</b>	<b>0.0415</b>	<b>1.4000e-004</b>	<b>0.0192</b>	<b>1.1000e-004</b>	<b>0.0193</b>	<b>5.1000e-003</b>	<b>1.0000e-004</b>	<b>5.2000e-003</b>	<b>0.0000</b>	<b>13.0576</b>	<b>13.0576</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>13.0634</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0418	0.4454	0.3232	4.9000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	45.4580	45.4580	0.0139	0.0000	45.8062
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0418</b>	<b>0.4454</b>	<b>0.3232</b>	<b>4.9000e-004</b>		<b>0.0249</b>	<b>0.0249</b>		<b>0.0229</b>	<b>0.0229</b>	<b>0.0000</b>	<b>45.4580</b>	<b>45.4580</b>	<b>0.0139</b>	<b>0.0000</b>	<b>45.8062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.2000e-003	0.0126	3.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.3031	2.3031	9.0000e-005	0.0000	2.3053
<b>Total</b>	<b>1.6100e-003</b>	<b>1.2000e-003</b>	<b>0.0126</b>	<b>3.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>2.3031</b>	<b>2.3031</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.3053</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0418	0.4454	0.3232	4.9000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	45.4580	45.4580	0.0139	0.0000	45.8062
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0418</b>	<b>0.4454</b>	<b>0.3232</b>	<b>4.9000e-004</b>		<b>0.0249</b>	<b>0.0249</b>		<b>0.0229</b>	<b>0.0229</b>	<b>0.0000</b>	<b>45.4580</b>	<b>45.4580</b>	<b>0.0139</b>	<b>0.0000</b>	<b>45.8062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.2000e-003	0.0126	3.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.3031	2.3031	9.0000e-005	0.0000	2.3053
<b>Total</b>	<b>1.6100e-003</b>	<b>1.2000e-003</b>	<b>0.0126</b>	<b>3.0000e-005</b>	<b>2.3700e-003</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>6.3000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>2.3031</b>	<b>2.3031</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.3053</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2145	2.2865	1.9309	2.9700e-003		0.1248	0.1248		0.1148	0.1148	0.0000	271.5917	271.5917	0.0846	0.0000	273.7054
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2145</b>	<b>2.2865</b>	<b>1.9309</b>	<b>2.9700e-003</b>		<b>0.1248</b>	<b>0.1248</b>		<b>0.1148</b>	<b>0.1148</b>	<b>0.0000</b>	<b>271.5917</b>	<b>271.5917</b>	<b>0.0846</b>	<b>0.0000</b>	<b>273.7054</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7200e-003	6.3200e-003	0.0671	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.6043	13.6043	4.6000e-004	0.0000	13.6159
<b>Total</b>	<b>8.7200e-003</b>	<b>6.3200e-003</b>	<b>0.0671</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.6043</b>	<b>13.6043</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>13.6159</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2145	2.2865	1.9309	2.9700e-003		0.1248	0.1248		0.1148	0.1148	0.0000	271.5914	271.5914	0.0846	0.0000	273.7051
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2145</b>	<b>2.2865</b>	<b>1.9309</b>	<b>2.9700e-003</b>		<b>0.1248</b>	<b>0.1248</b>		<b>0.1148</b>	<b>0.1148</b>	<b>0.0000</b>	<b>271.5914</b>	<b>271.5914</b>	<b>0.0846</b>	<b>0.0000</b>	<b>273.7051</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7200e-003	6.3200e-003	0.0671	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.6043	13.6043	4.6000e-004	0.0000	13.6159
<b>Total</b>	<b>8.7200e-003</b>	<b>6.3200e-003</b>	<b>0.0671</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.6043</b>	<b>13.6043</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>13.6159</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1898	1.9894	1.9138	2.9800e-003		0.1076	0.1076		0.0990	0.0990	0.0000	267.2011	267.2011	0.0845	0.0000	269.3146
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1898</b>	<b>1.9894</b>	<b>1.9138</b>	<b>2.9800e-003</b>		<b>0.1076</b>	<b>0.1076</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>267.2011</b>	<b>267.2011</b>	<b>0.0845</b>	<b>0.0000</b>	<b>269.3146</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9200e-003	5.5600e-003	0.0601	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.1421	13.1421	4.1000e-004	0.0000	13.1524
<b>Total</b>	<b>7.9200e-003</b>	<b>5.5600e-003</b>	<b>0.0601</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.1421</b>	<b>13.1421</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>13.1524</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1898	1.9894	1.9138	2.9800e-003		0.1076	0.1076		0.0990	0.0990	0.0000	267.2008	267.2008	0.0845	0.0000	269.3143
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1898</b>	<b>1.9894</b>	<b>1.9138</b>	<b>2.9800e-003</b>		<b>0.1076</b>	<b>0.1076</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>267.2008</b>	<b>267.2008</b>	<b>0.0845</b>	<b>0.0000</b>	<b>269.3143</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9200e-003	5.5600e-003	0.0601	1.5000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	13.1421	13.1421	4.1000e-004	0.0000	13.1524
<b>Total</b>	<b>7.9200e-003</b>	<b>5.5600e-003</b>	<b>0.0601</b>	<b>1.5000e-004</b>	<b>0.0144</b>	<b>1.1000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>1.0000e-004</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>13.1421</b>	<b>13.1421</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>13.1524</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.8426	1.9194	2.9900e-003		0.0986	0.0986		0.0907	0.0907	0.0000	262.3697	262.3697	0.0849	0.0000	264.4911
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1777</b>	<b>1.8426</b>	<b>1.9194</b>	<b>2.9900e-003</b>		<b>0.0986</b>	<b>0.0986</b>		<b>0.0907</b>	<b>0.0907</b>	<b>0.0000</b>	<b>262.3697</b>	<b>262.3697</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4911</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3100e-003	4.9600e-003	0.0544	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8400e-003	1.0000e-004	3.9300e-003	0.0000	12.7870	12.7870	3.6000e-004	0.0000	12.7960
<b>Total</b>	<b>7.3100e-003</b>	<b>4.9600e-003</b>	<b>0.0544</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>1.0000e-004</b>	<b>3.9300e-003</b>	<b>0.0000</b>	<b>12.7870</b>	<b>12.7870</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>12.7960</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.8426	1.9194	2.9900e-003		0.0986	0.0986		0.0907	0.0907	0.0000	262.3694	262.3694	0.0849	0.0000	264.4908
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1777</b>	<b>1.8426</b>	<b>1.9194</b>	<b>2.9900e-003</b>		<b>0.0986</b>	<b>0.0986</b>		<b>0.0907</b>	<b>0.0907</b>	<b>0.0000</b>	<b>262.3694</b>	<b>262.3694</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4908</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3100e-003	4.9600e-003	0.0544	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8400e-003	1.0000e-004	3.9300e-003	0.0000	12.7870	12.7870	3.6000e-004	0.0000	12.7960
<b>Total</b>	<b>7.3100e-003</b>	<b>4.9600e-003</b>	<b>0.0544</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>1.0000e-004</b>	<b>3.9300e-003</b>	<b>0.0000</b>	<b>12.7870</b>	<b>12.7870</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>12.7960</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.6859	1.9123	2.9700e-003		0.0884	0.0884		0.0814	0.0814	0.0000	261.3064	261.3064	0.0845	0.0000	263.4192
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1639</b>	<b>1.6859</b>	<b>1.9123</b>	<b>2.9700e-003</b>		<b>0.0884</b>	<b>0.0884</b>		<b>0.0814</b>	<b>0.0814</b>	<b>0.0000</b>	<b>261.3064</b>	<b>261.3064</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.4192</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7800e-003	4.4300e-003	0.0495	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8200e-003	9.0000e-005	3.9200e-003	0.0000	12.3044	12.3044	3.2000e-004	0.0000	12.3125
<b>Total</b>	<b>6.7800e-003</b>	<b>4.4300e-003</b>	<b>0.0495</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>12.3044</b>	<b>12.3044</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>12.3125</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.6859	1.9122	2.9700e-003		0.0884	0.0884		0.0814	0.0814	0.0000	261.3061	261.3061	0.0845	0.0000	263.4189
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1639</b>	<b>1.6859</b>	<b>1.9122</b>	<b>2.9700e-003</b>		<b>0.0884</b>	<b>0.0884</b>		<b>0.0814</b>	<b>0.0814</b>	<b>0.0000</b>	<b>261.3061</b>	<b>261.3061</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.4189</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7800e-003	4.4300e-003	0.0495	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8200e-003	9.0000e-005	3.9200e-003	0.0000	12.3044	12.3044	3.2000e-004	0.0000	12.3125
<b>Total</b>	<b>6.7800e-003</b>	<b>4.4300e-003</b>	<b>0.0495</b>	<b>1.4000e-004</b>	<b>0.0144</b>	<b>1.0000e-004</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>12.3044</b>	<b>12.3044</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>12.3125</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3583	260.3583	0.0842	0.0000	262.4634
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1434</b>	<b>1.4462</b>	<b>1.8955</b>	<b>2.9600e-003</b>		<b>0.0738</b>	<b>0.0738</b>		<b>0.0679</b>	<b>0.0679</b>	<b>0.0000</b>	<b>260.3583</b>	<b>260.3583</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4634</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3100e-003	3.9700e-003	0.0454	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.8183	11.8183	2.9000e-004	0.0000	11.8255
<b>Total</b>	<b>6.3100e-003</b>	<b>3.9700e-003</b>	<b>0.0454</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.8183</b>	<b>11.8183</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>11.8255</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3579	260.3579	0.0842	0.0000	262.4631
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1434</b>	<b>1.4462</b>	<b>1.8955</b>	<b>2.9600e-003</b>		<b>0.0738</b>	<b>0.0738</b>		<b>0.0679</b>	<b>0.0679</b>	<b>0.0000</b>	<b>260.3579</b>	<b>260.3579</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4631</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3100e-003	3.9700e-003	0.0454	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.8183	11.8183	2.9000e-004	0.0000	11.8255
<b>Total</b>	<b>6.3100e-003</b>	<b>3.9700e-003</b>	<b>0.0454</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.8183</b>	<b>11.8183</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>11.8255</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1343	1.3249	1.8960	2.9600e-003		0.0663	0.0663		0.0610	0.0610	0.0000	260.3493	260.3493	0.0842	0.0000	262.4543
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1343</b>	<b>1.3249</b>	<b>1.8960</b>	<b>2.9600e-003</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>260.3493</b>	<b>260.3493</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4543</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9100e-003	3.5700e-003	0.0417	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.3745	11.3745	2.6000e-004	0.0000	11.3809
<b>Total</b>	<b>5.9100e-003</b>	<b>3.5700e-003</b>	<b>0.0417</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.3745</b>	<b>11.3745</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>11.3809</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1343	1.3249	1.8960	2.9600e-003		0.0663	0.0663		0.0610	0.0610	0.0000	260.3490	260.3490	0.0842	0.0000	262.4540
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1343</b>	<b>1.3249</b>	<b>1.8960</b>	<b>2.9600e-003</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>260.3490</b>	<b>260.3490</b>	<b>0.0842</b>	<b>0.0000</b>	<b>262.4540</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9100e-003	3.5700e-003	0.0417	1.3000e-004	0.0143	1.0000e-004	0.0144	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	11.3745	11.3745	2.6000e-004	0.0000	11.3809
<b>Total</b>	<b>5.9100e-003</b>	<b>3.5700e-003</b>	<b>0.0417</b>	<b>1.3000e-004</b>	<b>0.0143</b>	<b>1.0000e-004</b>	<b>0.0144</b>	<b>3.8100e-003</b>	<b>9.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>11.3745</b>	<b>11.3745</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>11.3809</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1295	1.2477	1.9160	2.9900e-003		0.0614	0.0614		0.0565	0.0565	0.0000	262.3476	262.3476	0.0849	0.0000	264.4688
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1295</b>	<b>1.2477</b>	<b>1.9160</b>	<b>2.9900e-003</b>		<b>0.0614</b>	<b>0.0614</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>262.3476</b>	<b>262.3476</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4688</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.2500e-003	0.0389	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8400e-003	9.0000e-005	3.9200e-003	0.0000	11.0164	11.0164	2.4000e-004	0.0000	11.0223
<b>Total</b>	<b>5.6000e-003</b>	<b>3.2500e-003</b>	<b>0.0389</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>11.0164</b>	<b>11.0164</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>11.0223</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1295	1.2477	1.9160	2.9900e-003		0.0614	0.0614		0.0565	0.0565	0.0000	262.3473	262.3473	0.0849	0.0000	264.4685
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1295</b>	<b>1.2477</b>	<b>1.9160</b>	<b>2.9900e-003</b>		<b>0.0614</b>	<b>0.0614</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>262.3473</b>	<b>262.3473</b>	<b>0.0849</b>	<b>0.0000</b>	<b>264.4685</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.2500e-003	0.0389	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8400e-003	9.0000e-005	3.9200e-003	0.0000	11.0164	11.0164	2.4000e-004	0.0000	11.0223
<b>Total</b>	<b>5.6000e-003</b>	<b>3.2500e-003</b>	<b>0.0389</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8400e-003</b>	<b>9.0000e-005</b>	<b>3.9200e-003</b>	<b>0.0000</b>	<b>11.0164</b>	<b>11.0164</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>11.0223</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2700e-003	2.9400e-003	0.0359	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.5350	10.5350	2.1000e-004	0.0000	10.5403
<b>Total</b>	<b>5.2700e-003</b>	<b>2.9400e-003</b>	<b>0.0359</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.5350</b>	<b>10.5350</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>10.5403</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2700e-003	2.9400e-003	0.0359	1.2000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.5350	10.5350	2.1000e-004	0.0000	10.5403
<b>Total</b>	<b>5.2700e-003</b>	<b>2.9400e-003</b>	<b>0.0359</b>	<b>1.2000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.5350</b>	<b>10.5350</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>10.5403</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9900e-003	2.6900e-003	0.0334	1.1000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.1436	10.1436	1.9000e-004	0.0000	10.1484
<b>Total</b>	<b>4.9900e-003</b>	<b>2.6900e-003</b>	<b>0.0334</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.1436</b>	<b>10.1436</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>10.1484</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9900e-003	2.6900e-003	0.0334	1.1000e-004	0.0144	9.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9100e-003	0.0000	10.1436	10.1436	1.9000e-004	0.0000	10.1484
<b>Total</b>	<b>4.9900e-003</b>	<b>2.6900e-003</b>	<b>0.0334</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>9.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>10.1436</b>	<b>10.1436</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>10.1484</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7200e-003	2.4600e-003	0.0311	1.1000e-004	0.0144	8.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9000e-003	0.0000	9.7932	9.7932	1.8000e-004	0.0000	9.7976
<b>Total</b>	<b>4.7200e-003</b>	<b>2.4600e-003</b>	<b>0.0311</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>8.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>9.7932</b>	<b>9.7932</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>9.7976</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**3.5 Paving - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1194</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7200e-003	2.4600e-003	0.0311	1.1000e-004	0.0144	8.0000e-005	0.0145	3.8200e-003	8.0000e-005	3.9000e-003	0.0000	9.7932	9.7932	1.8000e-004	0.0000	9.7976
<b>Total</b>	<b>4.7200e-003</b>	<b>2.4600e-003</b>	<b>0.0311</b>	<b>1.1000e-004</b>	<b>0.0144</b>	<b>8.0000e-005</b>	<b>0.0145</b>	<b>3.8200e-003</b>	<b>8.0000e-005</b>	<b>3.9000e-003</b>	<b>0.0000</b>	<b>9.7932</b>	<b>9.7932</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>9.7976</b>

**4.0 Operational Detail - Mobile**

---

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

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	36.5586	191.4377	362.4850	1.6133	183.2020	0.8548	184.0568	49.0513	0.7940	49.8453	0.0000	149,438.1222	149,438.1222	5.8960	0.0000	149,585.5222
Unmitigated	36.5586	191.4377	362.4850	1.6133	183.2020	0.8548	184.0568	49.0513	0.7940	49.8453	0.0000	149,438.1222	149,438.1222	5.8960	0.0000	149,585.5222

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	89,116.65	85,632.39	78529.86	223,524,774	223,524,774
General Office Building	38,725.14	8,636.79	3686.44	60,757,991	60,757,991
Government Office Building	30,042.24	0.00	0.00	30,854,361	30,854,361
High Turnover (Sit Down Restaurant)	35,605.81	44,348.35	36919.16	32,915,730	32,915,730
Medical Office Building	23,260.39	5,768.42	997.89	29,286,732	29,286,732
Strip Mall	102,070.91	96,819.97	47051.19	114,927,176	114,927,176
Total	318,821.14	241,205.93	167,184.53	492,266,765	492,266,765

4.3 Trip Type Information

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

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 Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Government Office Building	10.00	5.00	6.50	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Medical Office Building	10.00	5.00	6.50	29.60	51.40	19.00	60	30	10
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
High Turnover (Sit Down Restaurant)	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Government Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
General Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Strip Mall	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566
Medical Office Building	0.578893	0.033999	0.212840	0.104491	0.010628	0.004325	0.018736	0.026318	0.001852	0.001362	0.005392	0.000598	0.000566

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	45,009.0122	45,009.0122	2.2112	0.4575	45,200.6194
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	45,009.0122	45,009.0122	2.2112	0.4575	45,200.6194
NaturalGas Mitigated	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	15,760.4089	15,760.4089	0.3021	0.2889	15,854.0652
NaturalGas Unmitigated	1.5925	13.9699	8.4393	0.0869		1.1003	1.1003		1.1003	1.1003	0.0000	15,760.4089	15,760.4089	0.3021	0.2889	15,854.0652

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**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 Mid Rise	1.72554e+008	0.9304	7.9510	3.3834	0.0508		0.6429	0.6429		0.6429	0.6429	0.0000	9,208.1219	9,208.1219	0.1765	0.1688	9,262.8412
General Office Building	4.62033e+007	0.2491	2.2649	1.9025	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	2,465.5861	2,465.5861	0.0473	0.0452	2,480.2379
Government Office Building	5.73561e+006	0.0309	0.2812	0.2362	1.6900e-003		0.0214	0.0214		0.0214	0.0214	0.0000	306.0743	306.0743	5.8700e-003	5.6100e-003	307.8931
High Turnover (Sit Down Restaurant)	4.98453e+007	0.2688	2.4434	2.0525	0.0147		0.1857	0.1857		0.1857	0.1857	0.0000	2,659.9372	2,659.9372	0.0510	0.0488	2,675.7438
Medical Office Building	8.47237e+006	0.0457	0.4153	0.3489	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	452.1179	452.1179	8.6700e-003	8.2900e-003	454.8046
Strip Mall	1.25286e+007	0.0676	0.6142	0.5159	3.6800e-003		0.0467	0.0467		0.0467	0.0467	0.0000	668.5716	668.5716	0.0128	0.0123	672.5446
<b>Total</b>		<b>1.5925</b>	<b>13.9699</b>	<b>8.4393</b>	<b>0.0869</b>		<b>1.1003</b>	<b>1.1003</b>		<b>1.1003</b>	<b>1.1003</b>	<b>0.0000</b>	<b>15,760.4090</b>	<b>15,760.4090</b>	<b>0.3021</b>	<b>0.2890</b>	<b>15,854.0652</b>



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**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					
Apartments Mid Rise	1.72554e+008	0.9304	7.9510	3.3834	0.0508		0.6429	0.6429		0.6429	0.6429	0.0000	9,208.1219	9,208.1219	0.1765	0.1688	9,262.8412
General Office Building	4.62033e+007	0.2491	2.2649	1.9025	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	2,465.5861	2,465.5861	0.0473	0.0452	2,480.2379
Government Office Building	5.73561e+006	0.0309	0.2812	0.2362	1.6900e-003		0.0214	0.0214		0.0214	0.0214	0.0000	306.0743	306.0743	5.8700e-003	5.6100e-003	307.8931
High Turnover (Sit Down Restaurant)	4.98453e+007	0.2688	2.4434	2.0525	0.0147		0.1857	0.1857		0.1857	0.1857	0.0000	2,659.9372	2,659.9372	0.0510	0.0488	2,675.7438
Medical Office Building	8.47237e+006	0.0457	0.4153	0.3489	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	452.1179	452.1179	8.6700e-003	8.2900e-003	454.8046
Strip Mall	1.25286e+007	0.0676	0.6142	0.5159	3.6800e-003		0.0467	0.0467		0.0467	0.0467	0.0000	668.5716	668.5716	0.0128	0.0123	672.5446
<b>Total</b>		<b>1.5925</b>	<b>13.9699</b>	<b>8.4393</b>	<b>0.0869</b>		<b>1.1003</b>	<b>1.1003</b>		<b>1.1003</b>	<b>1.1003</b>	<b>0.0000</b>	<b>15,760.4090</b>	<b>15,760.4090</b>	<b>0.3021</b>	<b>0.2890</b>	<b>15,854.0652</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.11359e+007	16,369.7549	0.8042	0.1664	16,439.4423
General Office Building	5.18559e+007	13,884.9349	0.6821	0.1411	13,944.0442
Government Office Building	6.43731e+006	1,723.6555	0.0847	0.0175	1,730.9933
High Turnover (Sit Down Restaurant)	1.18425e+007	3,170.9407	0.1558	0.0322	3,184.4397
Medical Office Building	9.50888e+006	2,546.0992	0.1251	0.0259	2,556.9382
Strip Mall	2.73141e+007	7,313.6270	0.3593	0.0743	7,344.7617
<b>Total</b>		<b>45,009.0122</b>	<b>2.2111</b>	<b>0.4575</b>	<b>45,200.6194</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.11359e+007	16,369.7549	0.8042	0.1664	16,439.4423
General Office Building	5.18559e+007	13,884.9349	0.6821	0.1411	13,944.0442
Government Office Building	6.43731e+006	1,723.6555	0.0847	0.0175	1,730.9933
High Turnover (Sit Down Restaurant)	1.18425e+007	3,170.9407	0.1558	0.0322	3,184.4397
Medical Office Building	9.50888e+006	2,546.0992	0.1251	0.0259	2,556.9382
Strip Mall	2.73141e+007	7,313.6270	0.3593	0.0743	7,344.7617
<b>Total</b>		<b>45,009.0122</b>	<b>2.2111</b>	<b>0.4575</b>	<b>45,200.6194</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

	ROG	NOx	CO	SO2	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	96.1903	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
Unmitigated	96.1903	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091

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	11.7103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	80.3541					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	4.1259	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
<b>Total</b>	<b>96.1903</b>	<b>1.5896</b>	<b>137.8052</b>	<b>7.3000e-003</b>		<b>0.7667</b>	<b>0.7667</b>		<b>0.7667</b>	<b>0.7667</b>	<b>0.0000</b>	<b>225.9252</b>	<b>225.9252</b>	<b>0.2154</b>	<b>0.0000</b>	<b>231.3091</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**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	11.7103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	80.3541					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	4.1259	1.5896	137.8052	7.3000e-003		0.7667	0.7667		0.7667	0.7667	0.0000	225.9252	225.9252	0.2154	0.0000	231.3091
<b>Total</b>	<b>96.1903</b>	<b>1.5896</b>	<b>137.8052</b>	<b>7.3000e-003</b>		<b>0.7667</b>	<b>0.7667</b>		<b>0.7667</b>	<b>0.7667</b>	<b>0.0000</b>	<b>225.9252</b>	<b>225.9252</b>	<b>0.2154</b>	<b>0.0000</b>	<b>231.3091</b>

**7.0 Water Detail**

---

**7.1 Mitigation Measures Water**

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4,282.510 5	2.5152	1.5140	4,796.546 7
Unmitigated	4,282.510 5	2.5152	1.5140	4,796.546 7

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	873.129 / 550.451	1,989.653 1	1.1458	0.6889	2,223.582 2
General Office Building	624.004 / 382.454	1,411.703 2	0.8184	0.4922	1,578.842 9
Government Office Building	86.5838 / 53.0675	195.8814	0.1136	0.0683	219.0729
High Turnover (Sit Down Restaurant)	84.9985 / 5.42544	148.5572	0.1093	0.0666	171.1379
Medical Office Building	80.7844 / 15.3875	150.7800	0.1044	0.0634	172.2820
Strip Mall	170.592 / 104.556	385.9357	0.2237	0.1346	431.6288
<b>Total</b>		<b>4,282.510 5</b>	<b>2.5152</b>	<b>1.5139</b>	<b>4,796.546 7</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	873.129 / 550.451	1,989.653 1	1.1458	0.6889	2,223.582 2
General Office Building	624.004 / 382.454	1,411.703 2	0.8184	0.4922	1,578.842 9
Government Office Building	86.5838 / 53.0675	195.8814	0.1136	0.0683	219.0729
High Turnover (Sit Down Restaurant)	84.9985 / 5.42544	148.5572	0.1093	0.0666	171.1379
Medical Office Building	80.7844 / 15.3875	150.7800	0.1044	0.0634	172.2820
Strip Mall	170.592 / 104.556	385.9357	0.2237	0.1346	431.6288
<b>Total</b>		<b>4,282.510 5</b>	<b>2.5152</b>	<b>1.5139</b>	<b>4,796.546 7</b>

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**



Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,575.1139	270.3815	0.0000	11,334.6509
Unmitigated	4,575.1139	270.3815	0.0000	11,334.6509

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	6164.46	1,251.3297	73.9515	0.0000	3,100.1163
General Office Building	3265.13	662.7919	39.1699	0.0000	1,642.0388
Government Office Building	405.33	82.2783	4.8625	0.0000	203.8411
High Turnover (Sit Down Restaurant)	3332.36	676.4390	39.9764	0.0000	1,675.8489
Medical Office Building	6953.04	1,411.4043	83.4116	0.0000	3,496.6944
Strip Mall	2418.19	490.8707	29.0096	0.0000	1,216.1114
<b>Total</b>		<b>4,575.1138</b>	<b>270.3815</b>	<b>0.0000</b>	<b>11,334.6509</b>

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	6164.46	1,251.3297	73.9515	0.0000	3,100.1163
General Office Building	3265.13	662.7919	39.1699	0.0000	1,642.0388
Government Office Building	405.33	82.2783	4.8625	0.0000	203.8411
High Turnover (Sit Down Restaurant)	3332.36	676.4390	39.9764	0.0000	1,675.8489
Medical Office Building	6953.04	1,411.4043	83.4116	0.0000	3,496.6944
Strip Mall	2418.19	490.8707	29.0096	0.0000	1,216.1114
<b>Total</b>		<b>4,575.1138</b>	<b>270.3815</b>	<b>0.0000</b>	<b>11,334.6509</b>

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

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

Boilers

Sacramento Downtown Specific Plan - NonAdjusted - Sacramento County, Annual

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

---

## **2. CALINE-4 Outputs**

3rd Street & J Street.dat

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
 JUNE 1989 VERSION  
 PAGE 1

JOB: 3rd Street/J Street/I-5 Off-Ramp  
 RUN: Hour 1 (WORST CASE ANGLE)  
 POLLUTANT:

I. SITE VARIABLES

U= 0.5 M/S                      Z0= 400. CM                      ALT= 0. (M)  
 BRG= WORST CASE                      VD= 0.0 CM/S  
 CLAS= 7 (G)                      VS= 0.0 CM/S  
 MIXH= 1000. M                      AMB= 2.1 PPM  
 SIGTH= 5. DEGREES                      TEMP= 4.4 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. North Leg	0	0	0	222	* AG	668	12.5	0.0	10.0
B. South Leg	0	0	0	-222	* AG	1198	12.5	0.0	10.0
C. East Leg	0	0	222	0	* AG	2825	12.5	0.0	10.0
D. West Leg	0	0	-222	0	* AG	0	12.5	0.0	10.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. R1	-15	15	1.8
2. R2	15	15	1.8
3. R3	15	-15	1.8
4. R4	-15	-15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. R1	100.	4.5	0.3	0.0	2.0	0.0
2. R2	188.	4.6	0.0	1.1	1.3	0.0
3. R3	352.	4.1	0.7	0.0	1.3	0.0
4. R4	80.	4.8	0.0	0.6	2.0	0.0

♀

3rd Street & J Street.dat

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
 JUNE 1989 VERSION  
 PAGE 1

JOB: 3rd Street/J Street/I-5 Off-Ramp  
 RUN: Hour 1 (WORST CASE ANGLE)  
 POLLUTANT:

I. SITE VARIABLES

U= 0.5 M/S                      Z0= 400. CM                      ALT= 0. (M)  
 BRG= WORST CASE                      VD= 0.0 CM/S  
 CLAS= 7 (G)                      VS= 0.0 CM/S  
 MIXH= 1000. M                      AMB= 2.1 PPM  
 SIGTH= 5. DEGREES                      TEMP= 4.4 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. North Leg	0	0	0	222	AG	652	12.5	0.0	10.0
B. South Leg	0	0	0	-222	AG	1176	12.5	0.0	10.0
C. East Leg	0	0	222	0	AG	3174	12.5	0.0	10.0
D. West Leg	0	0	-222	0	AG	0	12.5	0.0	10.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. R1	-15	15	1.8
2. R2	15	15	1.8
3. R3	15	-15	1.8
4. R4	-15	-15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. R1	100.	4.8	0.3	0.0	2.3	0.0
2. R2	188.	4.7	0.0	1.1	1.5	0.0
3. R3	80.	4.4	0.0	0.0	2.3	0.0
4. R4	80.	5.0	0.0	0.6	2.3	0.0

♀

5th Street & X Street.dat

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
 JUNE 1989 VERSION  
 PAGE 1

JOB: 5th Street / X Street  
 RUN: Hour 1 (WORST CASE ANGLE)  
 POLLUTANT:

I. SITE VARIABLES

U= 0.5 M/S Z0= 400. CM ALT= 0. (M)  
 BRG= WORST CASE VD= 0.0 CM/S  
 CLAS= 7 (G) VS= 0.0 CM/S  
 MIXH= 1000. M AMB= 2.1 PPM  
 SIGTH= 5. DEGREES TEMP= 4.4 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. North Leg	0	0	0	222	AG	1503	12.5	0.0	10.0
B. South Leg	0	0	0	-222	AG	1445	12.5	0.0	10.0
C. East Leg	0	0	222	0	AG	1242	12.5	0.0	10.0
D. West Leg	0	0	-222	0	AG	1087	12.5	0.0	10.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. R1	-15	15	1.8
2. R2	15	15	1.8
3. R3	15	-15	1.8
4. R4	-15	-15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. R1	98.	4.0	0.7	0.0	1.2	0.0
2. R2	188.	4.0	0.0	1.3	0.6	0.0
3. R3	352.	4.1	1.3	0.0	0.6	0.0
4. R4	82.	4.0	0.0	0.7	1.2	0.0

♀



16th Street & J Street.dat

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
 JUNE 1989 VERSION  
 PAGE 1

JOB: 16th Street/ J Street  
 RUN: Hour 1 (WORST CASE ANGLE)  
 POLLUTANT:

I. SITE VARIABLES

U= 0.5 M/S                      Z0= 400. CM                      ALT= 0. (M)  
 BRG= WORST CASE                VD= 0.0 CM/S  
 CLAS= 7 (G)                      VS= 0.0 CM/S  
 MIXH= 1000. M                    AMB= 2.1 PPM  
 SIGTH= 5. DEGREES                TEMP= 4.4 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. North Leg	0	0	0	222	* AG	2594	12.5	0.0	10.0
B. South Leg	0	0	0	-222	* AG	2393	12.5	0.0	10.0
C. East Leg	0	0	222	0	* AG	1621	12.5	0.0	10.0
D. West Leg	0	0	-222	0	* AG	1822	12.5	0.0	10.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. R1	-15	15	1.8
2. R2	15	15	1.8
3. R3	15	-15	1.8
4. R4	-15	-15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. R1	171.	4.8	0.0	1.8	0.0	0.9
2. R2	262.	4.8	1.2	0.0	0.0	1.5
3. R3	350.	4.8	1.9	0.0	0.8	0.0
4. R4	10.	4.9	1.9	0.0	0.0	0.9

♀

# Appendix C2

## **Global Climate Change Data**

## Appendix C2 – Operational Air Quality Mitigation Plan for the DSP

### Table of Contents

Introduction .....	2
SMAQMD Guidance .....	2
DSP Emission Reductions .....	2
DSP Unmitigated Emissions .....	2
DSP Emissions after Implementation of all Design Features .....	2
AQMP Effectiveness .....	4

## Introduction

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has developed guidance to mitigate operational emissions for projects subject to the California Environmental Quality Act.<sup>1</sup> SMAQMD's guidance recommends that project applicants prepare an Air Quality Mitigation Plan (AQMP) for all projects that exceed SMAQMD's operational significance thresholds of 65 pounds per day for reactive organic gases (ROG) and/or 65 pounds per day for nitrogen oxides (NO<sub>x</sub>).

If a project exceeds these thresholds, mitigation must be identified to reduce on-road mobile source emissions by 15 percent if the project is within the current State Implementation Plan (SIP), or by 35 percent if not within the SIP. Since the proposed Sacramento Downtown Specific Plan (DSP) is included within the SIP, the 15 percent reduction applies to this project.<sup>2</sup>

## SMAQMD Guidance

The following steps are used to determine if a project meets the 15 percent reduction goal. The first step involves estimating total unmitigated ROG and NO<sub>x</sub> emissions using CalEEMod default values. Since this project includes a traffic analysis, the second step involves estimating mitigated ROG and NO<sub>x</sub> emissions using CalEEMod but adjusted for the vehicle miles traveled (VMT) estimates included in the project traffic report. Then, the decrease in ROG and NO<sub>x</sub> mobile source emissions between unmitigated and mitigated is calculated, and the difference is converted to NO<sub>x</sub> equivalents or NO<sub>x</sub>e. NO<sub>x</sub>e is the sum of NO<sub>x</sub> reductions plus one-seventh of ROG reductions. If the project meets the 15 percent NO<sub>x</sub>e reduction goal, it is considered consistent with the SIP.

## DSP Emission Reductions

### DSP Unmitigated Emissions

Unmitigated DSP ROG and NO<sub>x</sub> emissions from mobile sources were estimated using the CalEEMod model (2016.3.1 version), which can be found in Table C2-1. With one exception, the unmitigated emissions have been estimated using CalEEMod default values. The only exception is that the daily trip generation rates are based on the trip rates included in the traffic study.

### DSP Emissions after Implementation of all Design Features

The mitigated emission estimates were also estimated using CalEEMod, except that trip lengths were adjusted so that the DSP's VMT estimates match those in the project traffic analysis. This approach matches SMAQMD's Off-Model Measure (TS: Traffic Study (meta-measure)) included

---

<sup>1</sup> Sacramento Metropolitan Air Quality Management District. Recommended Guidance for Land Use Emission Reductions, Version 3.3 (for Operational Emissions). Accessed May 2, 2017.

<sup>2</sup> City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report* (SCH No. 2012122006). Certified March 3, 2015.

in SMAQMD’s AQMP guidance. The result of mitigated emission estimates can be found in Table C2-1.

**TABLE C2-1  
DSP PERCENT REDUCTION OF MOBILE EMISSIONS OF NO<sub>x</sub>e  
WITH AND WITHOUT MITIGATION<sup>1</sup>**

Project	Unmitigated Emissions			Mitigated Emissions			Percent Reduction	Exceed 15%?
	(ppd)			(ppd)				
	ROG	NO <sub>x</sub>	NO <sub>x</sub> e <sup>2</sup>	ROG	NO <sub>x</sub>	NO <sub>x</sub> e <sup>2</sup>		
DSP	302	1,179	1,222	65	260	269	78%	Yes

1. Operational emissions estimates for summertime conditions were made using CalEEMod 2016.3.1. See Appendix C1 for details.  
2. NO<sub>x</sub>e as defined by the SMAQMD is the reduction in ROG divided by 7 plus the reduction in NO<sub>x</sub>.

The traffic study (meta-measure) recognizes that site-specific information is better than information generated from a statewide model. Consequently, it recommends that if a project has a traffic study, then that study should be used in lieu of the CalEEMod model defaults to estimate unmitigated emissions.<sup>3</sup> SMAQMD’s guidance states that traffic studies typically include calculations of internal trip capture, the mix of land uses, distances to job centers, and transit, walking, and cycling information. In lieu of using CalEEMod’s built in mitigation measures, SMAQMD recommends that the project traffic study should be used instead. To do this, CalEEMod’s default values (typically trip generation rates and trip lengths) are adjusted so that its VMT estimates are consistent with the traffic study, and adding any mitigation not accounted for in the traffic study. The VMT estimates for the DSP were modeled using the Sacramento Area Council of Government’s (SACOG) SACMET travel demand model.<sup>4</sup> SACMET accounts for several factors that reduce project VMT. These include:

- job accessibility (within a 30 minute drive or transit travel time),
- proximity to transit (distance to nearest light rail or bus station, in miles),
- availability of Class 1 and 2 bike lanes within and adjacent to the project,
- parameters that effect walking, including sidewalks and pedestrian paths and distances to transit, commercial, and related destinations,
- job and housing density (dwelling units and jobs per acre), and
- jobs and housing mix.

The CalEEMod default estimate of total VMT was revised to be consistent with the project-specific VMT estimates. Within CalEEMod, VMT estimates for each land use type are the

<sup>3</sup> Sacramento Metropolitan Air Quality Management District. *Operational Emissions Mitigation*. <http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation>. Accessed May 2, 2017.

<sup>4</sup> DSK Associates, 2017. Sacramento Downtown Specific Plan Traffic Study. March, 2017.

product of trip generation rates times trip lengths. CalEEMod's default trip lengths were adjusted so that its VMT matched the project specific estimates.

### **AQMP Effectiveness**

After modeling the unmitigated project emissions, SMAQMD recommends applying all feasible project mitigation and recalculating the daily summer emissions as NO<sub>x</sub>e. The effectiveness of the mitigation plan is then calculated as a percentage reduction from the unmitigated project, defined as follows:

$$\text{AQMP Effectiveness} = \frac{(\text{Unmitigated Project NO}_{x\text{e}} - \text{Mitigated Project NO}_{x\text{e}})}{\text{Unmitigated Project NO}_{x\text{e}}} \times 100$$

Using the SMAQMD Recommended Guidance for Land Use Emission Reduction,<sup>5</sup> the percent reduction of mobile emissions of NO<sub>x</sub>e after mitigation for the DSP is presented in Table C2-1. The average daily trip lengths for each proposed land use were adjusted in the each mitigated CalEEMod run until the annual VMT matched those provided by DKS Associates for the DSP.

As shown in Table C2-1, the DSP would result in a 78 percent reduction in NO<sub>x</sub>e emissions after mitigation, respectively. The DSP would achieve a 15 percent emission reduction/mitigation guideline established by the SMAQMD and would be consistent with the SIP.

---

<sup>5</sup> SMAQMD, 2016. Recommended Guidance for Land Use Emission Reductions Version 3.3 (for Operations Emissions). September 26, 2016.

# Appendix D

## **Biological Resources Data**



# Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS OR Citrus Heights (3812163) OR Clarksburg (3812145) OR Davis (3812156) OR Elk Grove (3812143) OR Florin (3812144) OR Grays Bend (3812166) OR Rio Linda (3812164) OR Sacramento East (3812154) OR Sacramento West (3812155) OR Saxon (3812146) OR Taylor Monument (3812165)

Table with 7 columns: Species, Element Code, Federal Status, State Status, Global Rank, State Rank, Rare Plant Rank/CDFW SSC or FP. Rows include species like Accipiter cooperii, Agelaius tricolor, Ammodramus savannarum, etc.





Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Branchinecta mesovallensis</i> midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
<i>Buteo regalis</i> ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Carex comosa</i> bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
<i>Charadrius alexandrinus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
<i>Charadrius montanus</i> mountain plover	ABNNB03100	None	None	G3	S2S3	SSC
<i>Chloropyron palmatum</i> palmate-bracted salty bird's-beak	PDSCR0J0J0	Endangered	Endangered	G1	S1	1B.1
<i>Cicindela hirticollis abrupta</i> Sacramento Valley tiger beetle	IICOL02106	None	None	G5TH	SH	
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Cuscuta obtusiflora var. glandulosa</i> Peruvian dodder	PDCUS01111	None	None	G5T4T5	SH	2B.2
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
<i>Downingia pusilla</i> dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
<i>Dumontia oregonensis</i> hairy water flea	ICBRA23010	None	None	G1G3	S1	
<i>Egretta thula</i> snowy egret	ABNGA06030	None	None	G5	S4	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Elderberry Savanna</i> Elderberry Savanna	CTT63440CA	None	None	G2	S2.1	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eryngium jepsonii</i> Jepson's coyote-thistle	PDAP10Z130	None	None	G2	S2	1B.2
<i>Extriplex joaquinana</i> San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3S4	WL
<i>Fritillaria agrestis</i> stinkbells	PMLIL0V010	None	None	G3	S3	4.2



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Gratiola heterosepala</i></b> Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
<b><i>Great Valley Cottonwood Riparian Forest</i></b> Great Valley Cottonwood Riparian Forest	CTT61410CA	None	None	G2	S2.1	
<b><i>Great Valley Valley Oak Riparian Forest</i></b> Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
<b><i>Hibiscus lasiocarpus var. occidentalis</i></b> woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
<b><i>Hydrochara rickseckeri</i></b> Ricksecker's water scavenger beetle	IICOL5V010	None	None	G2?	S2?	
<b><i>Juglans hindsii</i></b> Northern California black walnut	PDJUG02040	None	None	G1	S1	1B.1
<b><i>Juncus leiospermus var. ahartii</i></b> Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
<b><i>Lasionycteris noctivagans</i></b> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<b><i>Lasiurus cinereus</i></b> hoary bat	AMACC05030	None	None	G5	S4	
<b><i>Legenere limosa</i></b> legenere	PDCAM0C010	None	None	G2	S2	1B.1
<b><i>Lepidium latipes var. heckardii</i></b> Heckard's pepper-grass	PDBRA1M0K1	None	None	G4T1	S1	1B.2
<b><i>Lepidurus packardii</i></b> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
<b><i>Lilaeopsis masonii</i></b> Mason's lilaeopsis	PDAPI19030	None	Rare	G2	S2	1B.1
<b><i>Linderiella occidentalis</i></b> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<b><i>Melospiza melodia</i></b> song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
<b><i>Myrmosula pacifica</i></b> Antioch multilid wasp	IIHYM15010	None	None	GH	SH	
<b><i>Navarretia leucocephala ssp. bakeri</i></b> Baker's navarretia	PDPLM0C0E1	None	None	G4T2	S2	1B.1
<b><i>Neostaphia colusana</i></b> Colusa grass	PMPOA4C010	Threatened	Endangered	G1	S1	1B.1
<b><i>Northern Claypan Vernal Pool</i></b> Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
<b><i>Northern Hardpan Vernal Pool</i></b> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<b><i>Northern Volcanic Mud Flow Vernal Pool</i></b> Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Nycticorax nycticorax</i></b> black-crowned night heron	ABNGA11010	None	None	G5	S4	
<b><i>Oncorhynchus mykiss irideus</i></b> steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
<b><i>Oncorhynchus tshawytscha</i></b> chinook salmon - Central Valley spring-run ESU	AFCHA0205A	Threatened	Threatened	G5	S1	
<b><i>Oncorhynchus tshawytscha</i></b> chinook salmon - Sacramento River winter-run ESU	AFCHA0205B	Endangered	Endangered	G5	S1	
<b><i>Orcuttia tenuis</i></b> slender Orcutt grass	PMPOA4G050	Threatened	Endangered	G2	S2	1B.1
<b><i>Orcuttia viscida</i></b> Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
<b><i>Phalacrocorax auritus</i></b> double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
<b><i>Plagiobothrys hystriculus</i></b> bearded popcornflower	PDBOR0V0H0	None	None	G2	S2	1B.1
<b><i>Plegadis chihi</i></b> white-faced ibis	ABNGE02020	None	None	G5	S3S4	WL
<b><i>Pogonichthys macrolepidotus</i></b> Sacramento splittail	AFCJB34020	None	None	GNR	S3	SSC
<b><i>Progne subis</i></b> purple martin	ABPAU01010	None	None	G5	S3	SSC
<b><i>Puccinellia simplex</i></b> California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
<b><i>Riparia riparia</i></b> bank swallow	ABPAU08010	None	Threatened	G5	S2	
<b><i>Sagittaria sanfordii</i></b> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<b><i>Spea hammondi</i></b> western spadefoot	AAABF02020	None	None	G3	S3	SSC
<b><i>Spirinchus thaleichthys</i></b> longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	SSC
<b><i>Symphotrichum lentum</i></b> Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
<b><i>Taxidea taxus</i></b> American badger	AMAJF04010	None	None	G5	S3	SSC
<b><i>Thamnophis gigas</i></b> giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
<b><i>Trifolium hydrophilum</i></b> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<b><i>Tuctoria mucronata</i></b> Crampton's tuctoria or Solano grass	PMPOA6N020	Endangered	Endangered	G1	S1	1B.1



**Selected Elements by Scientific Name**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**



<b>Species</b>	<b>Element Code</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Global Rank</b>	<b>State Rank</b>	<b>Rare Plant Rank/CDFW SSC or FP</b>
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
<i>Xanthocephalus xanthocephalus</i> yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

**Record Count: 83**



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Sacramento Fish And Wildlife Office  
Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:

April 12, 2017

Consultation Code: 08ESMF00-2017-SLI-1756

Event Code: 08ESMF00-2017-E-04435

Project Name: Sacramento Downtown Specific Plan

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

[http://www.nwr.noaa.gov/protected\\_species/species\\_list/species\\_lists.html](http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html)

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office:

### **San Francisco Bay-delta Fish And Wildlife**

650 Capitol Mall

Suite 8-300

Sacramento, CA 95814

(916) 930-5603

---

## Project Summary

Consultation Code: 08ESMF00-2017-SLI-1756

Event Code: 08ESMF00-2017-E-04435

Project Name: Sacramento Downtown Specific Plan

Project Type: DEVELOPMENT

Project Description: The Downtown Specific Plan serves as a bridge between the Sacramento 2035 General Plan and the Central City Community Plan, customizing the planning process and land use regulations to the unique characteristics of Downtown. All subsequent development projects, zoning regulations, public improvements, and related activities within the DSP area are required to be consistent with the DSP.

### Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/38.574932998790956N121.48920139085396W>



Counties: Sacramento, CA | Yolo, CA

---



## Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

### Birds

NAME	STATUS
Least Bell's Vireo ( <i>Vireo bellii pusillus</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5945">https://ecos.fws.gov/ecp/species/5945</a>	Endangered

### Reptiles

NAME	STATUS
Giant Garter Snake ( <i>Thamnophis gigas</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4482">https://ecos.fws.gov/ecp/species/4482</a>	Threatened

### Amphibians

NAME	STATUS
California Red-legged Frog ( <i>Rana draytonii</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened
California Tiger Salamander ( <i>Ambystoma californiense</i> ) Population: U.S.A. (Central CA DPS) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>	Threatened

---

## Fishes

NAME	STATUS
<b>Delta Smelt (<i>Hypomesus transpacificus</i>)</b> There is a <b>final critical habitat</b> designated for this species. Your location overlaps the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	<b>Threatened</b>
<b>Steelhead (<i>Oncorhynchus (=Salmo) mykiss</i>)</b> Population: Northern California DPS There is a <b>final critical habitat</b> designated for this species. Your location overlaps the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/1007">https://ecos.fws.gov/ecp/species/1007</a>	<b>Threatened</b>

## Insects

NAME	STATUS
<b>Valley Elderberry Longhorn Beetle (<i>Desmocerus californicus dimorphus</i>)</b> There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/7850">https://ecos.fws.gov/ecp/species/7850</a>	<b>Threatened</b>

## Crustaceans

NAME	STATUS
<b>Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>)</b> There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	<b>Threatened</b>
<b>Vernal Pool Tadpole Shrimp (<i>Lepidurus packardii</i>)</b> There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2246">https://ecos.fws.gov/ecp/species/2246</a>	<b>Endangered</b>

---

## Critical habitats

There are 2 critical habitats wholly or partially within your project area.

NAME

STATUS

Delta Smelt (*Hypomesus transpacificus*)

Final  
designated

Steelhead (*Oncorhynchus (=Salmo) mykiss*)

Final  
designated

---



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
San Francisco Bay-delta Fish And Wildlife  
650 Capitol Mall  
Suite 8-300  
Sacramento, CA 95814  
Phone: (916) 930-5603 Fax: (916) 930-5654  
[http://kim\\_squires@fws.gov](http://kim_squires@fws.gov)

In Reply Refer To:

April 12, 2017

Consultation Code: 08FBDT00-2017-SLI-0151

Event Code: 08FBDT00-2017-E-00260

Project Name: Sacramento Downtown Specific Plan

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **San Francisco Bay-delta Fish And Wildlife**

650 Capitol Mall

Suite 8-300

Sacramento, CA 95814

(916) 930-5603

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office:

### **Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

---

## Project Summary

Consultation Code: 08FBDT00-2017-SLI-0151

Event Code: 08FBDT00-2017-E-00260

Project Name: Sacramento Downtown Specific Plan

Project Type: DEVELOPMENT

Project Description: The Downtown Specific Plan serves as a bridge between the Sacramento 2035 General Plan and the Central City Community Plan, customizing the planning process and land use regulations to the unique characteristics of Downtown. All subsequent development projects, zoning regulations, public improvements, and related activities within the DSP area are required to be consistent with the DSP.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/38.574932998790956N121.48920139085396W>



Counties: Sacramento, CA | Yolo, CA

---

## Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

### Birds

NAME	STATUS
Least Bell's Vireo ( <i>Vireo bellii pusillus</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5945">https://ecos.fws.gov/ecp/species/5945</a>	Endangered

### Reptiles

NAME	STATUS
Giant Garter Snake ( <i>Thamnophis gigas</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4482">https://ecos.fws.gov/ecp/species/4482</a>	Threatened

### Amphibians

NAME	STATUS
California Red-legged Frog ( <i>Rana draytonii</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened
California Tiger Salamander ( <i>Ambystoma californiense</i> ) Population: U.S.A. (Central CA DPS) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>	Threatened

---



## Fishes

NAME	STATUS
Delta Smelt ( <i>Hypomesus transpacificus</i> ) There is a <b>final critical habitat</b> designated for this species. Your location overlaps the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	Threatened

## Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle ( <i>Desmocerus californicus dimorphus</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/7850">https://ecos.fws.gov/ecp/species/7850</a>	Threatened

## Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp ( <i>Branchinecta lynchi</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened
Vernal Pool Tadpole Shrimp ( <i>Lepidurus packardii</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2246">https://ecos.fws.gov/ecp/species/2246</a>	Endangered

## Critical habitats

There is 1 critical habitat wholly or partially within your project area.

NAME	STATUS
Delta Smelt ( <i>Hypomesus transpacificus</i> )	Final designated

---



## Plant List

### Inventory of Rare and Endangered Plants

33 matches found. *Click on scientific name for details*

#### Search Criteria

Found in Quads 3812154, 3812155, 3812166, 3812165, 3812164, 3812163, 3812153, 3812143, 3812144, 3812145 3812146 and 3812156;

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Blooming Period	CA Rare Plant Rank	State Rank	Federal Listing Status	Habitats	Lowest Elevation	Highest Elevation
<a href="#">Astragalus pauperculus</a>	depauperate milk-vetch	Fabaceae	Mar-Jun	4.3	S4		<ul style="list-style-type: none"> <li>• Chaparral</li> <li>• Cismontane woodland</li> <li>• Valley and foothill grassland</li> </ul>	60 m	1215 m
<a href="#">Astragalus tener var. ferrisiae</a>	Ferris' milk-vetch	Fabaceae	Apr-May	1B.1	S1		<ul style="list-style-type: none"> <li>• Meadows and seeps (vernally mesic)</li> <li>• Valley and foothill grassland (subalkaline flats)</li> </ul>	2 m	75 m
<a href="#">Astragalus tener var. tener</a>	alkali milk-vetch	Fabaceae	Mar-Jun	1B.2	S2		<ul style="list-style-type: none"> <li>• Playas</li> <li>• Valley and foothill grassland (adobe clay)</li> <li>• Vernal pools</li> </ul>	1 m	60 m
<a href="#">Atriplex cordulata var. cordulata</a>	heartscale	Chenopodiaceae	Apr-Oct	1B.2	S2		<ul style="list-style-type: none"> <li>• Chenopod scrub</li> <li>• Meadows and seeps</li> <li>• Valley and foothill grassland (sandy)</li> </ul>	0 m	560 m
<a href="#">Atriplex depressa</a>	brittlescale	Chenopodiaceae	Apr-Oct	1B.2	S2		<ul style="list-style-type: none"> <li>• Chenopod scrub</li> <li>• Meadows and seeps</li> <li>• Playas</li> <li>• Valley and foothill</li> </ul>	1 m	320 m

<a href="#"><u>Carex comosa</u></a>	bristly sedge	Cyperaceae	May-Sep	2B.1	S2			grassland • Vernal pools  • Coastal prairie • Marshes and swamps (lake margins) • Valley and foothill grassland	0 m	625 m
<a href="#"><u>Centromadia parryi ssp. rudis</u></a>	Parry's rough tarplant	Asteraceae	May-Oct	4.2	S3			• Valley and foothill grassland • Vernal pools	0 m	100 m
<a href="#"><u>Chloropyron palmatum</u></a>	palmate-bracted bird's-beak	Orobanchaceae	May-Oct	1B.1	S1	CE	FE	• Chenopod scrub • Valley and foothill grassland	5 m	155 m
<a href="#"><u>Cuscuta obtusiflora var. glandulosa</u></a>	Peruvian dodder	Convolvulaceae	Jul-Oct	2B.2	SH			• Marshes and swamps (freshwater)  • Valley and foothill grassland (mesic) • Vernal pools	15 m	280 m
<a href="#"><u>Downingia pusilla</u></a>	dwarf downingia	Campanulaceae	Mar-May	2B.2	S2			• Valley and foothill grassland • Vernal pools	1 m	445 m
<a href="#"><u>Eryngium jepsonii</u></a>	Jepson's coyote thistle	Apiaceae	Apr-Aug	1B.2	S2?			• Valley and foothill grassland • Vernal pools  • Chenopod scrub • Meadows and seeps • Playas • Valley and foothill grassland	3 m	300 m
<a href="#"><u>Extriplex joaquinana</u></a>	San Joaquin spearscale	Chenopodiaceae	Apr-Oct	1B.2	S2			• Chaparral • Cismontane woodland • Pinyon and juniper woodland • Valley and foothill grassland	1 m	835 m
<a href="#"><u>Fritillaria agrestis</u></a>	stinkbells	Liliaceae	Mar-Jun	4.2	S3			• Valley and foothill grassland	10 m	1555 m
<a href="#"><u>Gratiola heterosepala</u></a>	Boggs Lake hedge-hyssop	Plantaginaceae	Apr-Aug	1B.2	S2	CE		• Marshes and swamps (lake	10 m	2375 m

<a href="#"><u>Hesperervax caulescens</u></a>	hogwallow starfish	Asteraceae	Mar-Jun	4.2	S3		<ul style="list-style-type: none"> <li>margins)</li> <li>• Vernal pools</li> <li>• Valley and foothill grassland (mesic, clay)</li> <li>• Vernal pools (shallow)</li> </ul>	0 m	505 m
<a href="#"><u>Hibiscus lasiocarpus var. occidentalis</u></a>	woolly rose-mallow	Malvaceae	Jun-Sep	1B.2	S3		<ul style="list-style-type: none"> <li>• Marshes and swamps (freshwater)</li> </ul>	0 m	120 m
<a href="#"><u>Juglans hindsii</u></a>	Northern California black walnut	Juglandaceae	Apr-May	1B.1	S1		<ul style="list-style-type: none"> <li>• Riparian forest</li> <li>• Riparian woodland</li> </ul>	0 m	440 m
<a href="#"><u>Juncus leiospermus var. ahartii</u></a>	Ahart's dwarf rush	Juncaceae	Mar-May	1B.2	S1		<ul style="list-style-type: none"> <li>• Valley and foothill grassland (mesic)</li> </ul>	30 m	229 m
<a href="#"><u>Legenere limosa</u></a>	legenere	Campanulaceae	Apr-Jun	1B.1	S2		<ul style="list-style-type: none"> <li>• Vernal pools</li> </ul>	1 m	880 m
<a href="#"><u>Lepidium latipes var. heckardii</u></a>	Heckard's pepper-grass	Brassicaceae	Mar-May	1B.2	S1		<ul style="list-style-type: none"> <li>• Valley and foothill grassland (alkaline flats)</li> </ul>	2 m	200 m
<a href="#"><u>Lilaeopsis masonii</u></a>	Mason's lilaeopsis	Apiaceae	Apr-Nov	1B.1	S2	CR	<ul style="list-style-type: none"> <li>• Marshes and swamps (brackish or freshwater)</li> <li>• Riparian scrub</li> </ul>	0 m	10 m
<a href="#"><u>Myosurus minimus ssp. apus</u></a>	little mousetail	Ranunculaceae	Mar-Jun	3.1	S2		<ul style="list-style-type: none"> <li>• Valley and foothill grassland</li> <li>• Vernal pools (alkaline)</li> </ul>	20 m	640 m
<a href="#"><u>Navarretia eriocephala</u></a>	hoary navarretia	Polemoniaceae	May-Jun	4.3	S4		<ul style="list-style-type: none"> <li>• Cismontane woodland</li> <li>• Valley and foothill grassland</li> </ul>	105 m	400 m
<a href="#"><u>Navarretia leucocephala ssp. bakeri</u></a>	Baker's navarretia	Polemoniaceae	Apr-Jul	1B.1	S2		<ul style="list-style-type: none"> <li>• Cismontane woodland</li> <li>• Lower montane coniferous forest</li> <li>• Meadows and seeps</li> <li>• Valley and foothill</li> </ul>	5 m	1740 m

<a href="#"><u>Neostapfia colusana</u></a>	Colusa grass	Poaceae	May-Aug	1B.1	S1	CE	FT	grassland • Vernal pools  • Vernal pools (adobe, large)	5 m	200 m
<a href="#"><u>Orcuttia tenuis</u></a>	slender Orcutt grass	Poaceae	May-Sep (Oct)	1B.1	S2	CE	FT	• Vernal pools	35 m	1760 m
<a href="#"><u>Orcuttia viscida</u></a>	Sacramento Orcutt grass	Poaceae	Apr-Jul (Sep)	1B.1	S1	CE	FE	• Vernal pools	30 m	100 m
<a href="#"><u>Plagiobothrys hystriculus</u></a>	bearded popcornflower	Boraginaceae	Apr-May	1B.1	S2			• Valley and foothill grassland (mesic) • Vernal pools margins	0 m	274 m
<a href="#"><u>Puccinellia simplex</u></a>	California alkali grass	Poaceae	Mar-May	1B.2	S2			• Chenopod scrub • Meadows and seeps • Valley and foothill grassland • Vernal pools	2 m	930 m
<a href="#"><u>Sagittaria sanfordii</u></a>	Sanford's arrowhead	Alismataceae	May-Oct (Nov)	1B.2	S3			• Marshes and swamps (assorted shallow freshwater)	0 m	650 m
<a href="#"><u>Symphyotrichum lentum</u></a>	Suisun Marsh aster	Asteraceae	(Apr) May-Nov	1B.2	S2			• Marshes and swamps (brackish and freshwater)	0 m	3 m
<a href="#"><u>Trifolium hydrophilum</u></a>	saline clover	Fabaceae	Apr-Jun	1B.2	S2			• Marshes and swamps • Valley and foothill grassland (mesic, alkaline) • Vernal pools	0 m	300 m
<a href="#"><u>Tuctoria mucronata</u></a>	Crampton's tuctoria or Solano grass	Poaceae	Apr-Aug	1B.1	S1	CE	FE	• Valley and foothill grassland (mesic) • Vernal pools	5 m	10 m

### Suggested Citation

California Native Plant Society, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 12 April 2017].

**Search the Inventory**[Simple Search](#)[Advanced Search](#)[Glossary](#)**Information**[About the Inventory](#)[About the Rare Plant Program](#)[CNPS Home Page](#)[About CNPS](#)[Join CNPS](#)**Contributors**[The Calflora Database](#)[The California Lichen Society](#)

© Copyright 2010-2018 California Native Plant Society. All rights reserved.

# Appendix E

## **Cultural Resources Data**

# CITY OF SACRAMENTO DOWNTOWN SPECIFIC PLAN

## Cultural Resources Survey and Inventory Report

Prepared for  
City of Sacramento

June 2017





# CITY OF SACRAMENTO DOWNTOWN SPECIFIC PLAN

## Cultural Resources Survey and Inventory Report

Prepared for  
City of Sacramento

June 2017

**Author:**

Amber Grady, M.A.  
Kathy Anderson, M.A.  
Robin Hoffman, M.A., RPA

**Project Site Location:**

U.S.G.S. Quadrangles: Sacramento East, CA; Sacramento West, CA

**Acreage:**

2,976.7 acres

2600 Capitol Avenue  
Suite 200  
Sacramento, CA 95816  
916.564.4500  
[www.esassoc.com](http://www.esassoc.com)



Bend	Oakland	San Francisco
Camarillo	Orlando	Santa Monica
Delray Beach	Pasadena	Sarasota
Destin	Petaluma	Seattle
Irvine	Portland	Sunrise
Los Angeles	Sacramento	Tampa
Miami	San Diego	

150842

**OUR COMMITMENT TO SUSTAINABILITY** | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

# NADB REPORT CITATION

---

Author(s): Grady, Amber, Kathy Anderson, and Robin Hoffman

Year: 2017 (June)

Title: City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report

Type: Unpublished report

Organization: Environmental Science Associates (ESA)

State: California

County: Sacramento

Town: Sacramento

Work Type: Special Planning/Management Study; Historical Resource Study; Archaeological Overview and Assessment; Field Reconnaissance, Sampling

Keyword(s): Sacramento; architectural resources; archaeological resources; specific plan; desktop analysis; minimal field survey

Federal Agency: none

Local Agency: City of Sacramento

Acreage: 2,976.7 acres, none surveyed for archaeological resources, all Opportunity Sites surveyed for architectural resources

# STATEMENT OF CONFIDENTIALITY

---

The confidential version of this report identifies the locations of cultural resources in the City of Sacramento Downtown Specific Plan area, in the City of Sacramento, California in Appendix C. The confidential version is labeled on the cover, title page, and headers. Disclosure of this information to the public may be in violation of both federal and state laws. Such applicable federal regulations include, but may not be limited to, Section 304 of the National Historic Preservation Act (54 United States Code [U.S.C.] 307103) and the Archaeological Resources Protection Act (16 U.S.C. Section 470h). Applicable state regulations include, but may not be limited to, Government Code Section 6250 et seq. and Section 6254 et seq. Disclosure of site location information to individuals other than those meeting the U.S. Secretary of the Interior's professional standards or the California State Personnel Board criteria for Associate State Archaeologist or State Historian II violates the California Office of Historic Preservation records access policy.

# EXECUTIVE SUMMARY

---

This Cultural Resources Survey and Inventory Report (CRSIR) documents the methods and results of a cultural resources inventory completed for the City of Sacramento Downtown Specific Plan (hereafter DSP or Project), in the City of Sacramento, California. The DSP is a key program to implementing the Downtown Housing Initiative Plan, an initiative to develop 10,000 places to live in downtown Sacramento. The Downtown Housing Initiative proposes to increase population density to a level that can sustain and attract additional investments such as hotel, grocery and retail establishments. Therefore, the Project is subject to the California Environmental Quality Act (CEQA). The CRSIR will be used as supporting technical documentation for the environmental analysis that is required under CEQA to analyze potential environmental impacts from the DSP.

Environmental Science Associates (ESA) was retained to conduct a cultural resources inventory for the Project with work focused on the Opportunity Sites (see Figures 1 and 2 in the text below as well as Figures 1a-1d in Appendix A). The work performed by ESA in preparation of this CRSIR consisted of background and archival research, including records searches of the California Historical Resources Information System (CHRIS); archival research at the Sacramento Room of the Main Library and the Center for Sacramento History as well as various online sources; correspondence with the California Native American Heritage Commission (NAHC); and a desktop archaeological sensitivity analysis. ESA contacted the NAHC in request of a search of the NAHC's Sacred Lands File (SLF) and a list of Native American representatives who may have interest in the Project. The City sent letters to these contacts on February 9, 2017 providing information on the Project and inquiring into whether the contacts have any concerns regarding potential impacts to cultural resources that could result. The letters were received by the tribes on February 13, 2017. The United Auburn Indian Community (UAIC) was the only tribe to respond. Representatives of the UAIC and the City met on April 24, 2017. Additional consultation between the City and Native American representatives is ongoing. The City has asked ESA to evaluate resources for inclusion in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and local listing.

The NCIC indicates that there are 1,225 previously recorded cultural resources in the Project Area, 26 of which are archaeological resources, 1,197 of which are architectural resources, one (P-34-002358) of which has both archaeological and architectural components, and one (P-34-003880) of which is the former location of the China Slough/Sutter's Lake but does not have archaeological or architectural components. Due to their confidential nature, details on the locations of previously recorded archaeological resources are not provided in the following sections. However, such details are provided in **Appendix C** of the confidential version of this document. In addition to previously recorded archaeological resources within the Opportunity

Sites themselves, 29 of the Opportunity Sites are within 200 feet of previously recorded archaeological resources.

There are 259 parcels on the 89 Opportunity Sites within the DSP. ESA Architectural Historians performed preliminary survey and research to identify those Opportunity Sites that included historic-age (45 years old or older) buildings and structures. There are three listed City Landmarks on three of the DSP Opportunity Sites; the Thomas Jefferson Elementary School (1619 N Street, Opportunity Site #42), the Marshall Elementary School (2718 G Street, Opportunity Site #50), and 1026 R Street (Opportunity Site #97). Opportunity Sites are located within four City of Sacramento historic districts; the 1200-1300 Q Street, R Street, Memorial Auditorium, and Alkali Flat West historic districts. 1800 23<sup>rd</sup> Street (Opportunity Site #15) was previously recommended eligible as a Local Landmark, but is not currently listed. There are 169 vacant parcels within the 89 Opportunity Sites. Vacant parcels for our purposes include no buildings or structures and are either bare dirt or paved for surface parking lots. There are 72 historic-age buildings and structures and eight buildings and structures that are not historic age. The City then identified six historic-age buildings (1800 24<sup>th</sup> Street, 1800 23<sup>rd</sup> Street, 1730 14<sup>th</sup> Street, 915 R Street, 1724 10<sup>th</sup> Street, and 1720 8<sup>th</sup> Street) on four Opportunity Sites (#14, 24, 28, and 31) for full evaluation for the National Register, California Register, and local listing. Basic parcel information as well as descriptions of each of the Opportunity Sites are provided in the text below as well as in Table 2, Appendix D.

# TABLE OF CONTENTS

## City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report

	<u>Page</u>
<b>NADB Report Citation .....</b>	<b>i</b>
<b>Statement of Confidentiality .....</b>	<b>ii</b>
<b>Executive Summary.....</b>	<b>iii</b>
<b>Acronyms .....</b>	<b>vii</b>
<b>Chapter 1, Introduction .....</b>	<b>1</b>
Project Location.....	1
Project Description .....	2
<b>Chapter 2, Regulatory Framework.....</b>	<b>3</b>
Federal.....	3
State.....	4
Local .....	7
<b>Chapter 3, Background Setting.....</b>	<b>11</b>
Natural Setting.....	11
Prehistoric Setting .....	12
Ethnographic Setting .....	14
Historic Setting.....	16
<b>Chapter 4, Methods and Results.....</b>	<b>25</b>
CHRIS Records Search.....	25
Native American Correspondence .....	60
Archaeological Sensitivity Analysis .....	60
Field Survey.....	61
<b>Chapter 5, Results Summary, Conclusions, and Recommendations.....</b>	<b>75</b>
Results Summary .....	75
Recommendations.....	76
<b>Chapter 6, References.....</b>	<b>79</b>
 <b>Appendices</b>	
A. Maps.....	A-1
B. Author Resumes.....	B-1
C. Records Search Results – Confidential .....	C-1
D. Opportunity Sites Table (Table 2) .....	D-1
E. DPR 523 Forms.....	E-1

**List of Tables**

Table 1 Previously Recorded Archaeological Resources in Project Area.....27



# ACRONYMS

---

AB	Assembly Bill
BP	before present
California Register	California Register of Historical Resources
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CRSIR	Cultural Resources Survey and Inventory Report
DSP	Sacramento Downtown Specific Plan
ESA	Environmental Science Associates
HSC	California Health and Safety Code
NAHC	California Native American Heritage Commission
National Register	National Register of Historic Places
NCIC	North Central Information Center
NHPA	National Historic Preservation Act of 1966
PRC	Public Resources Code
RPA	Registered Professional Archaeologist
SB	Senate Bill
sf	square foot
SLF	Sacred Lands File
SVRR	Sacramento Valley Railroad
UAIC	United Auburn Indian Community
U.S.C.	United States Code

# CHAPTER 1

---

## Introduction

This Cultural Resources Survey and Inventory Report (CRSIR) documents the methods and results of a cultural resources inventory completed for the City of Sacramento Downtown Specific Plan (hereafter DSP or Project), in the City of Sacramento, Sacramento County, California (**Figure 1** in **Appendix A**). The DSP is a key program to implementing the Downtown Housing Initiative Plan, an initiative to develop 10,000 places to live in downtown Sacramento. The Downtown Housing Initiative proposes to increase population density to a level that can sustain and attract additional investments such as hotel, grocery and retail establishments. The Project is subject to the California Environmental Quality Act (CEQA).

The purpose of this study, in accordance with CEQA, was to:

- Identify potential or documented cultural resources within the Opportunity Sites;
- Identify potential effects to identified cultural resources; and,
- Recommend further procedures to be taken to avoid potential significant impacts to identified cultural resources.

The work performed for preparation of this CRSIR consisted of background and archival research, including records searches of the California Historical Resources Information System (CHRIS); archival research at the Sacramento Room of the Main Library and the Center for Sacramento History as well as various online sources; correspondence with the California Native American Heritage Commission (NAHC); and a desktop archaeological sensitivity analysis.

ESA personnel involved in the preparation of this report include Robin Hoffman, MA, Registered Professional Archaeologist (RPA), Amber Grady, MA, Johanna Kahn, MA, and Kathy Anderson, MA. **Appendix B** includes the authors' resumes.

## Project Location

The Project is located within portions of the New Helvetia Land Grant (Unsectioned), as depicted on the Sacramento East and Sacramento West, California U.S. Geological Survey 7.5-minute quadrangle maps (**Figure 2**, Appendix A). Generally, the Project Area is bound by the American River to the north, the Sacramento River to the west, the properties on the south side of Broadway, and Business 80 to the east.

## Project Description

On August 25, 2015 the Sacramento City Council initiated the DSP, which will be a key program to implement the Downtown Housing Initiative Plan, an initiative to develop 10,000 places to live in downtown Sacramento. The DSP is intended to incorporate technical analyses, surveys, design standards, land use, public improvements and information related to environmental and historical regulatory items that may affect development in the DSP area. The Downtown Housing Initiative proposes to increase population density to a level that can sustain and attract additional investments such as hotel, grocery and retail establishments. It also recommends mixed income and multi-modal friendly residences to meet a diverse range of housing needs. The proposed DSP responds to the Downtown Housing Initiative by including land use regulations and policies designed to streamline the housing development process and identify necessary public improvements to support new housing development.

## Project Area

The term *Project Area* is defined in this document as the geographic area or areas within which the Project may directly or indirectly cause alterations in the character or use of historical resources or tribal cultural resources, if any exist. The Project Area includes 89 Opportunity Sites identified by the City. Many of the Opportunity Sites include multiple parcels; a total of 259 parcels are included in the 89 Opportunity Sites. An Opportunity Site is an area that the City has identified for possible future housing development using a variety of factors. Due to the nature of the Project is a specific plan or planning document, details on any depths of ground disturbance are unknown at this time. Therefore, this document assumes that Project-related ground-disturbing activities could occur at any location in the Project Area with an emphasis on the Opportunity Sites. The Project Area encompasses 2,976.7 acres, including all areas of proposed Project ground disturbance/modification, including temporary construction-related impacts, as depicted in **Figure 3** in Appendix A.

## CHAPTER 2

# Regulatory Framework

---

### Federal

Historic properties are protected through the National Historic Preservation Act of 1966 (NHPA), as amended, (16 USC § 470f) and its implementing regulations (16 USC § 470 et seq., 36 CFR § 800, 36 CFR § 60, and 36 CFR § 63). The NHPA establishes the federal government’s policy on historic preservation and the programs, including the National Register of Historic Places (National Register), through which that policy is implemented. Under the NHPA, historic properties include “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places” (16 USC § 470w [5]). Because implementation of the Project may include federal funding the City has asked ESA to evaluate the architectural resources for inclusion in the National Register.

Under NHPA, a find is significant if it meets the National Register listing criteria at 36 CFR § 60.4, as stated below:

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. That are associated with events that have made a significant contribution to the broad patterns of our history, or
- B. That are associated with the lives of persons significant in our past, or
- C. 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 and distinguishable entity whose components may lack individual distinction, or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

The American Indian Religious Freedom Act of 1978 protects access to sites of religious importance to Native Americans.

## State

### California Environmental Quality Act

CEQA (codified at Public Resources Code [PRC] § 21000 et seq.) is the principal statute governing environmental review of projects occurring in the State. CEQA requires lead agencies to determine if a project would have a significant effect on historical resources, unique archaeological resources, or tribal cultural resources.

#### Historical Resources

CEQA Guidelines recognize that a historical resource includes: (1) a resource in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC § 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC § 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of CEQA § 21084.1 and *CEQA Guidelines* § 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of CEQA § 21083.2, pertaining to unique archaeological resources.

#### Unique Archaeological Resources

As defined in CEQA § 21083.2 a “unique archaeological resource” is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

*CEQA Guidelines* note that if an archaeological resource is not a unique archaeological, historical resource, or tribal cultural resource, the effects of the project on those cultural resources shall not be considered a significant effect on the environment (*CEQA Guidelines* § 15064.5[c][4]).

## Tribal Cultural Resources

Impacts to tribal cultural resources also are considered under CEQA (PRC § 21084.2). PRC § 21074(a) defines a tribal cultural resource as any of the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - included or determined to be eligible for inclusion in the California Register; or
  - included in a local register of historical resources, as defined in PRC § 5020.1(k).
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of [PRC] § 5024.1. In applying these criteria, the lead agency would consider the significance of the resource to a California Native American tribe.

Per PRC § 21074(a)(c), a historical resource, unique archaeological resource, or nonunique archaeological resource may also be a tribal cultural resource if it is included or determined eligible for the California Register or included in a local register of historical resources.

## California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC § 5024.1[a]). The criteria for eligibility for the California Register are based upon criteria for listing in the National Register of Historic Places (National Register) (PRC § 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a cultural resource must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must be of sufficient age, and retain enough of its historic character or appearance (integrity) to convey the reason for its significance.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historic resources;
- Historic resources contributing to historic districts; and
- Historic resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

## California PRC § 5097.99

California PRC § 5097.99, as amended, states that no person shall obtain or possess any Native American artifacts or human remains which are taken from a Native American grave or cairn. Any person who knowingly or willfully obtains or possesses any such artifacts or human remains is guilty of a felony which is punishable by imprisonment. Any person who removes, without authority of law, any such items with intent to sell or dissect or with malice or wantonness is also guilty of a felony which is punishable by imprisonment.

## California Native American Historic Resource Protection Act

The California Native American Historic Resources Protection Act of 2002 (codified in PRC § 5097.995 *et seq.*, imposes civil penalties, including imprisonment and fines up to \$50,000 per violation, for persons who unlawfully and maliciously excavates upon, removes, destroys, injures, or defaces a Native American historic, cultural, or sacred site that is listed or may be listed in the California Register.

## California Health and Safety Code § 7050.5 and 7052

California Health and Safety Code (HSC) § 7050.5 protects human remains by prohibiting the disinterring, disturbing, or removing of human remains from any location other than a dedicated cemetery. PRC § 5097.98 (and reiterated in CEQA Guidelines § 15064.59 [e]) also identifies steps to follow in the event of the accidental discovery or recognition of any human remains in

any location other than a dedicated cemetery. HSC § 7052 states that the disturbance of Native American, or any other, human remains is a felony, unless the disturbance has been lawfully authorized.

## Assembly Bill 52

In September of 2014, the California Legislature passed Assembly Bill (AB) 52 (Gatto, 2014), which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 requires lead agencies to analyze project impacts on “tribal cultural resources,” separately from archaeological resources (PRC § 21074 and 21083.09), in recognition that archaeological resources have cultural values beyond their ability to yield data important to prehistory or history. AB 52 also defines “tribal cultural resources” in a new section of the PRC Section 21074 (see tribal cultural resources discussion, above), and requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3). The provisions of AB 52 apply to projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration filed on or after July 1, 2015. As such, AB 52 applies to the Project. This requirement will also apply to future projects where site-specific CEQA review is necessary.

## Senate Bill 18

Senate Bill (SB) 18 (Burton, 2004) requires cities and counties to notify and consult with California Native American tribes about proposed local land use planning decisions for the preservation of, or the mitigation of impacts to, specified Native American places, features, and objects. SB 18 applies only to the adoption or substantial amendment of general plans and specific plans, and requires that the lead CEQA agency consult with California Native American tribes that are on the NAHC contact list and have traditional lands located within the agency’s jurisdiction. Though predating AB 52, the requirements of SB 18 can be seen as similar to those of AB 52, in that they aim to allow California Native American tribes the opportunity to consult on potential project impacts to tribal cultural resources.

## Local

### City of Sacramento 2035 General Plan

The City’s 2035 General Plan’s Historic and Cultural Resources Element includes goals and policies relating to the identification and preservation of its historic resources. The following goals and policies from the 2035 General Plan are relevant to cultural resources in regard to the AWMP.

#### 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.



## **Policies**

### ***HCR 2.1.1 Identification***

The City shall identify historic and cultural resources, including individual properties, districts, and sites (e.g., archaeological sites) to ensure adequate protection of these resources. (PSR)

### ***HCR 2.1.2 Applicable Laws and Regulations***

The City shall ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archaeological resources, including the use of the California Historical Building Code as applicable. Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with CEQA. (RDR)

### ***HCR 2.1.3 Consultation***

The City shall consult with appropriate organizations and individuals (e.g., [CHRIS] Information Centers, the [NAHC], the CA Office of Planning and Research (OPR) “Tribal Consultation Guidelines”, etc.) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources. (IGC/JP)

### ***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. (RDR)

### ***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)

### ***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)

### ***HCR 2.1.16 Archaeological & Cultural Resources***

The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources. (RDR)

## City of Sacramento Historic Preservation Program

The City’s historic preservation program began in 1975 with the enactment of the City’s first historic preservation ordinance. Amendments to the original preservation ordinance, under ordinance No. 2006-063 were enacted in October 2006, amending the Historic Preservation Chapter 17.134 of Title 17 of the Sacramento City Code. On September 30, 2013, these sections of the code, under Chapter 17.134, related to historic preservation were included in a comprehensive update of Title 17, under its new “Planning & Development Code” name, formerly known as the Zoning Code. Under the new Title 17, the substance of the preservation sections was generally not materially changed, and changes related to procedure were also relatively minor. The new section of Title 17 related to eligibility criteria for historic resources is 17.604.210. Other preservation related matters are found under Chapter 17.604 or other sections of Title 17.

The City Code provides for the compilation of the ordinances adopting designations and deletions of Landmarks, Contributing Resources and Historic Districts into the Sacramento Register of Historic & Cultural Resources.

### **Landmark Eligibility Criteria (17.604.210[A])**

A nominated resource shall be listed on the Sacramento register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:

1. Requirements.
  - a. The nominated resource meets one or more of the following criteria:
    - i. 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. It is associated with the lives of persons significant in the city’s past;
    - iii. It embodies the distinctive characteristics of a type, period or method of construction;
    - iv. It represents the work of an important creative individual or master;
    - v. It possesses high artistic values; or
    - vi. 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;
  - b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;
  - c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

2. Factors to be considered. In determining whether to list a nominated resource on the Sacramento register as a landmark, the factors below shall be considered.
  - a. 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.
  - b. 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.
  - c. 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.
  - d. Properties that are primarily commemorative in intent are eligible if design, age, tradition, or symbolic value invests such properties with their own historical significance.
  - e. Properties achieving significance within the past 50 years are eligible if such properties are of exceptional importance.

### **Historic District Eligibility Criteria (17.604.210 [B])**

A geographic area nominated as a historic district shall be listed on the Sacramento register as a historic district if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:

1. Requirements.
  - a. The area is a geographically definable area; or
  - b. The area possesses either:
    - i. A significant concentration or continuity of buildings unified by: (A) past events or (B) aesthetically by plan or physical development; or
    - ii. The area is associated with an event, person, or period significant or important to city history; or
  - c. 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.
2. Factors to be considered. In determining whether to list a geographic area on the Sacramento register as a historic district, the following factors shall be considered:
  - a. A historic district should have integrity of design, setting, materials, workmanship and association;
  - b. 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.

# CHAPTER 3

## Background Setting

---

### Natural Setting

The Project is located in the southern portion of the Sacramento Valley within the northern portion of California's Great Valley Geomorphic Province. The Great Valley, also called the Central Valley, is a nearly flat alluvial plain that lies between the Sierra Nevada on the east and the Coast Ranges on the west. Its south end is defined by the Tehachapi Mountains north of Los Angeles, and its north end is defined by the Klamath Mountains. Subdivided into the Sacramento Valley to the north and the San Joaquin Valley to the south, the Great Valley has an average width of about 80 kilometers and is about 650 kilometers long overall (Norris and Webb, 1990:412–417; Bartow, 1991:1). The Sacramento Valley contains thousands of meters of accumulated fluvial, overbank, and fan deposits resulting from erosion of the surrounding ranges (Hackel, 1966). The sediments vary from a thin veneer at the edges of the valley to more than 15 kilometers in the west-central portion. The Sacramento River is the main drainage of the northern Sacramento Valley, flowing generally south from the Klamath Mountains to its discharge point into the Suisun Bay in the San Francisco Bay area, and is California's largest watershed, covering 68,760 square kilometers (Carle, 2004). In the Sacramento area, the Sacramento and American Rivers have been confined by human-made levees since the mid-19th century, such as those along the American River just north of the APE.

The Project Area is in the relatively flat floodplains of the American and Sacramento Rivers. The underlying geology of the Project Area consists of deep Holocene and historic-period/modern alluvium (Great Valley stream channel, fan, and basin deposits) with some wind-blown "dune" deposits (California Division of Mines and Geology, 1971; Meyer and Rosenthal, 2008:Fig. 47, 50). Soils in the Project Area consist of a variety of sandy and silty loams (alluvium) mixed with historic-period and modern fill (USDA, 2016).

The Holocene environment of the region was characterized by a general warming trend that subsumed episodes of relatively cool climates. Most paleoclimatic reconstructions for the Central Valley are based on Ernst Antevs' (1948, 1953, 1955) three-part global climatic sequence. The sequence spans the Holocene, consisting of the moderately cool/moist Anathermal (ca. 10000 to 7500 years before present [BP]), the warm and dry Altithermal (ca. 7500 to 4000 BP), and the Medithermal (ca. 4000 BP to present). Tree-ring growth chronologies from central eastern California, glacial chronologies, and pollen cores generally corroborate Antevs' sequence, with the caveat that California's Holocene environment exhibited regional variation (Birkeland et al., 1976; Birman, 1964; Curry, 1969; Curry, 1970; Moratto et al., 1978; Šercelj and Adam, 1975). Pollen diagrams from the Lake Tahoe and Yosemite areas indicate a vegetation shift that suggests

a general increase in temperature from 9000 to 2900 BP, although six relatively cool and moist periods, each lasting 400 to 1500 years, punctuated the general warm and dry trend (Moratto et al., 1978:150–151). Modern average temperatures range between 13.3 and 16.7 degrees Celsius annually. Most precipitation occurs as rain, ranging from 12.7 to 63.5 centimeters per year.

Prior to historic-period and modern development, the Project Area would have consisted of non-tidal marshland, broad gallery forests, and open grassland (Meyer and Rosenthal, 2008:34-35). Common marsh flora species would have included: tule rush, bull rush, cattails, sedges, other rushes, reeds, pondweed, knotweed, and yellow pond lily; adjacent forest flora species would have included: willow, buttonbush, California sycamore, Fremont's cottonwood, Oregon ash, black walnut, box elder, valley oak, white alder, California buckeye, big leaf maple, elderberry, grape vine, blackberry, and poison oak; and grassland flora would have been comprised of: purple needlegrass, nodding needlegrass, blue wild rye, pine bluegrass, and deergrass (Meyer and Rosenthal, 2008:34-35; Heady, 1977). Large populations of tule elk, pronghorn, black-tailed deer would have been found in the APE and vicinity prior to Euroamerican settlement. Other prominent terrestrial fauna in the area would have included: grizzly bear, puma, gray fox, bobcat, coyote, badger, spotted skunk, striped skunk, beaver, weasel, river otter, raccoon, ringtail, cottontail rabbit. The main avian species in the area would have included: ducks, coot, cormorant, grebes, herons, cranes, egrets, gulls, geese, brants, swans, hawks, eagles, doves, quail, flicker, woodpeckers, owls, turkey vulture, and a number of passerines. Chinook salmon, white and green sturgeon, Pacific lamprey, steelhead rainbow trout, Sacramento sucker, western pike-minnow, sculpins, tule perch, pond turtle, freshwater mussel, and ridged mussel constitute the aquatic fauna that would have been present in the APE prehistorically. The arrival of Euroamericans to the area led to a dramatic decrease in the populations of the faunal species due to overhunting and habitat loss (Meyer and Rosenthal, 2008:34-36; Heady, 1977).

## Prehistoric Setting

Categorizing the prehistoric period into cultural stages allows researchers to describe a broad range of archaeological resources with similar cultural patterns and components during a given timeframe, thereby creating a regional chronology. Rosenthal et al. (2007) provide a framework for the interpretation of the Central Valley prehistoric record and have divided human history in the region into three basic periods: *Paleo-Indian* (13,550 to 10,550 BP), *Archaic* (10,550 to 900 BP), and *Emergent* (900 to 300 BP). The Archaic period is subdivided into three sub-periods: *Lower Archaic* (10,550 to 7550 BP), *Middle Archaic* (7550 to 2550 BP), and *Upper Archaic* (2550 to 900 BP) (Rosenthal et al., 2007). Economic patterns, stylistic aspects, and regional phases further subdivide cultural patterns into shorter phases. This scheme uses economic and technological types, socio-politics, trade networks, population density, and variations of artifact types to differentiate between cultural periods. The following summary of the region's prehistory is derived principally from Rosenthal et al. (2007) and Moratto (1984 [2004]).

### Paleo-Indian Period (13,550 to 10,550 BP)

Humans first entered the central Valley sometime prior to 13,000 years ago. At that time Pleistocene glaciers had receded to the mountain crests leaving conifer forests on the mid and

upper elevations of the Sierra Nevada and a nearly contiguous conifer forest on the Coast Ranges. The Central Valley was covered with extensive grasslands and riparian forests. The central California Delta system had not yet developed. The Central Valley was home to a diverse community of large mammals, which soon became extinct. People were likely focused on large game hunting, although evidence remains scant, as does understanding of lifeways during this period.

## Lower Archaic Period (10,550 to 7550 BP)

Climate change during the Lower Archaic led to the rapid expanse of oak woodland and grassland prairies across the Central Valley. After 10,550 BP, a significant period of soil deposition ensued in the Valley, capping older Pleistocene formation. This was followed around 7000 BP by a second period of substantial soil deposition in the Valley.

It was during this period that the first evidence of milling stone technology appears, indicating an increased reliance on processing plants for food. Milling stones include hand stones and milling slabs and are frequently associated with a diverse tool assemblage including cobble-based pounding, chopping, and scraping tools. Milling tools were used for processing seeds and nuts. The Lower Archaic also saw the development of well-made bifaces used for projectile points and cutting tools, commonly formed from meta-volcanic greenstone and volcanic basalts.

## Middle Archaic Period (7550 to 2550 BP)

After about 7550 BP, California was marked by a change in climate with warmer and drier conditions throughout the region. Oak woodland expanded upslope in the Coast Ranges and conifer forest moved into the alpine zone in the Sierra Nevada. Rising sea levels led to the formation of the Sacramento-San Joaquin Delta and associated marshlands. An initial period of upland erosion and lowland deposition was followed by a long period of stabilization of landforms. Scant evidence of human occupation from this period has been found in the Sacramento Valley or the adjacent Coast Ranges. Most evidence comes from the Sierra Foothills in Calaveras and Tuolumne counties.

## Upper Archaic Period (2550 to 900 BP)

Evidence for Upper Archaic human occupation in the Central Valley is much more extensive than for earlier periods. The development of the Holocene landscape buried older deposits, resulting in the identification of more sites from the Upper Archaic than from older periods of development. Alluvial deposition was partially interrupted by two consecutive droughts known as the Medieval Climatic anomaly.

Two fundamental adaptations developed side-by-side during the Upper Archaic period, evidenced by a diversification in settlements patterns. Populations in the Valley tended towards large, high-density, permanent settlements. These villages were used as hubs from which the populace roamed to collect resources, utilizing a wide range of technologies. The populations in the foothills and mountains lived in less dense settlements, moving with the seasons to maximize resource returns. Tools tended to be expedient and multipurpose for use in a wide variety of

activities. Village sites show extended occupation as evidenced by well-developed midden, frequently containing hundreds of burials, storage pits, structural remains, hearths, ash dumps, and extensive floral and faunal remains.

## Emergent Period (900 to 300 BP)

A major shift in material culture occurred around 900 BP, marking the beginning of the Emergent Period. Particularly notable was the introduction of the bow and arrow. The adoption of the bow occurred at slightly different times in various parts of the Sacramento Valley, but by 750 BP it was in use in the Delta region. The bow was accompanied by the Stockton Serrated point, a seemingly indigenous invention, distinctive from point types used in other parts of the State. Another key element of material culture from this period include big-head effigy ornaments thought to be associated with the Kuksu religious movement. In areas where stone was scarce, baked clay balls are found, presumably for cooking in baskets. Other diagnostic items from this period are bone tubes, stone pipes, and ear spools. Along rivers, villages are frequently associated with fish weirs, with fishing taking on an increasing level of importance in the diet of the local populace.

## Ethnographic Setting

Depopulation and relocation of Central Valley Native Americans in the 19th century resulted in conflicting and incomplete information about tribal locations. Though cultural descriptions of these groups in the English language are known from as early as 1849, most of our current cultural knowledge comes from various early 20th century anthropologists (Levy, 1978:413). However, ethnographic data indicates that the Project Area is within the lands occupied and used by the Nisenan (Shiple, 1978), or Southern Maidu.

## Nisenan

The language of the Nisenan, which includes several dialects, is classified in the Maiduan family of the Penutian linguistic stock (Kroeber, 1925 [1976]; Shiple, 1978). The western boundary of Nisenan territory was the western bank of the Sacramento River. The eastern boundary was “the line in the Sierra Nevada mountains where the snow lay on the ground all winter” (Littlejohn, 1928).

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages usually were located on low rises along major watercourses. Village size ranged from three houses to 40 or 50. Houses were domed structures covered with earth and tule or grass and measured 3.0 to 4.5 meters in diameter. Brush shelters were used in summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, with a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary used for storing acorns (Wilson and Towne, 1978).

The Nisenan occupied permanent settlements from which specific task groups set out to harvest the seasonal bounty of flora and fauna that the rich valley environment provided. The Valley Nisenan economy involved riparian resources—in contrast to the Hill Nisenan, whose resource base consisted primarily of acorn and game procurement. The only domestic plant was native tobacco, but many wild species were closely husbanded. The acorn crop from the blue oak and black oak was so carefully managed that this activity served as the equivalent of agriculture. Acorns could be stored in anticipation of winter shortfalls in resource abundance. Deer, rabbit, and salmon were the chief sources of animal protein in the aboriginal diet, but many other insect and animal species were taken when available (Wilson and Towne, 1978).

Religion played an important role in Nisenan life. The Nisenan believe that all natural objects were endowed with supernatural powers. Two kinds of shamans existed: curing shamans and religious shamans. Curing shamans had limited contact with the spirit world and diagnosed and healed illnesses. Religious shamans gained control over the spirits through dreams and esoteric experiences (Wilson and Towne, 1978). The usual mode of burial was cremation (Faye, 1923).

As with other California Native American groups, the gold rush of 1849 had a devastating effect on the Valley Nisenan. The flood of miners that came to the area in search of gold brought diseases with them that decimated the Nisenan population. Those who survived were subjected to violence and prejudice at the hands of the miners, and the Nisenan eventually were pushed out of their ancestral territory. Although this contact with settlers had a profound negative impact on the Nisenan population through disease and violent actions, the Nisenan people survived and maintained strong communities and action-oriented organizations (Castillo, 1978).

## Ethnographic Villages

Ethnographic accounts documented several Native American villages in or in close proximity to the Project Area. These records, however, are somewhat lacking in detail regarding specific locations. The accounts show that the Nisenan villages *Sa'cum* and *Momol* were in the Project Area (Heizer, 1978; Casilear and Bainbridge, 1850), while three other Nisenan villages (*Sama*, *Sekumni*, *Pusune*) were outside but in the vicinity of the Project Area (Heizer, 1978; Kroeber, 1925 [1976]).

The Nisenan village *Sa'cum* is thought to have been in downtown Sacramento, at present-day Cesar Chavez Park, within the Project Area. *Momol* was also a Nisenan village shown in ethnographic accounts on the south side of the American River at its confluence with the Sacramento River, within the current Project Area. *Sama* was a Nisenan village documented in present-day South Sacramento, south of the Project Area. Ethnographic records depict *Pusune* at the confluence of the two rivers, either on the west side of the Sacramento River, in present-day West Sacramento, or along the north side of the American River; both locations are outside the Project Area. *Sekumni* is thought to have been along the north side of the American River, near the present-day State Route 160, outside the Project Area (Kroeber, 1925 [1976]; Wilson and Towne, 1978; Casilear and Bainbridge, 1850).



## Historic Setting

Europeans did not enter the Sacramento area until 1808, when Gabriel Moraga's expedition reached the junction of the Sacramento and American Rivers. By the late 1820s, English, American, and French fur trappers, attracted by the valley's abundance of animal life, began operations throughout the Sacramento Valley. Native Americans still predominantly occupied the region, with only the occasional Spanish expedition into the interior to search for mission sites or escaped neophytes (Native Americans who had entered the mission system) (Hoover et al., 2002:302-304).

Permanent non-native settlement in the Sacramento Valley began in the 1830s when Spanish and Mexican governors issued large land grants to individuals, often in return for military or other services rendered to the government. Swiss immigrant John Augustus Sutter, Jr., upon receipt of a land grant from Mexican Governor Juan Alvarado, first settled the Sacramento area in 1839. Sutter established a fort away from the low-lying rivers area and Sutter's Fort served as an agricultural station and destination for immigrants into California until January 1848 (Jackson et al., 1983:1; Hoover et al., 1966:298-302; Bean, 1978:67-68; Reys, 1975:195).

## City of Sacramento

Sutter's small riverside settlement quickly took on the role of bustling port as ocean going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1849. Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento, establishing numbered streets running north to south and lettered streets, east of Front Street along the Sacramento River, running east to west, with each block divided into eight 80 foot by 150-foot lots with four lots on either side of an east/west oriented central alley.

The new town was centered on the embarcadero, or Front Street, and continued inland to the east along J Street (Warner, 1969; Brienes et al., 1981:46-47). Downtown Sacramento developed rapidly after 1850. The blocks fronting J Street were heavily developed, owing to the street's use as the main road leading east out of the City, with slightly less development on the parallel I and K Streets. By 1851, J Street was substantially occupied from Front Street eastward beyond 10th Street with stores, saloons, hotels, grocery stores, stables, and other concerns vying for the business of visitors and residents.

During the mid-1800s, the City faced severe flooding issues. The majority of flooding stemmed from the American River, where, during heavy rains, segments of the river north of I Street would experience severe flooding. The flood of 1861/62 left portions of the City under 20 feet of water. To address this problem, the City dug a new mouth for the American River, rerouting it north to better regulate flow, and elevated the city streets between I Street and L Street, from Front Street to 12th Street, approximately four to fifteen feet. The City completed this enormous undertaking in 1873, and this action has shaped the current downtown grid since that time (City of Sacramento, 2009:6.4-9). The thirteen-year process resulted in gaps between the street and the

business fronts. These were covered with new sidewalks leaving “hollow sidewalks” below the new street grade.

With the reduction of flood risk, downtown businesses grew steadily; for the first 60 years of its existence the City of Sacramento consisted of the 4.5 square mile grid encompassing the modern neighborhoods of Midtown and Downtown. Between 1895 and 1915, the City underwent rapid development thanks to the introduction of a street car line. Pacific Gas and Electric Company operated a streetcar line in Sacramento from 1906 to 1943, which supported expanded residential development as outlying areas became more easily accessible. The earliest annexation efforts in the late nineteenth and early twentieth centuries pulled in the suburbs of south and east of the grid. These new suburbs provided housing for residents commuting downtown, and were developed in phases spanning the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the suburbs surrounding Sacramento expanded further away from the streetcar lines, which eventually fell out of use and were removed by the mid-20<sup>th</sup> century. Sacramento’s downtown core had fallen into economic and physical decline by the 1930s, as the suburban growth pulled residents out of downtown. Declining tax revenue and property values led to the redevelopment/urban renewal efforts in downtown Sacramento in the post-war period.

Population growth and urban renewal in the 1960’s facilitated renewed interest in the downtown core and a number of large projects occurred at this time. I-5 was constructed, Capital Mall was developed with a number of government buildings between the State Capital Building and I-5, the K Street Mall was constructed and a new courthouse was built at 9<sup>th</sup> and H Streets.

## Opportunity Sites

Opportunity Site are located throughout the DSP area including the following neighborhoods as they are defined by the City including Alkali Flat, Mansion Flats, New Era Park, Marshall School, Boulevard Park, Downtown, Midtown/Winn Park/Capital Avenue, Southside Park, Old Sacramento, Richmond Grove, Newton Booth, Land Park, and Curtis Park. Information on these neighborhoods as well as important contextual information is provided below.

### Alkali Flat

Alkali Flat is a neighborhood on the south side of the American River, east of the Railyards, and north of the Capital. It is generally bound by 7<sup>th</sup> Street on the west, G Street on the south, 12<sup>th</sup> Street on the east, and the railroad tracks north of C/D streets on the north.

Alkali Flat is the oldest remaining residential neighborhood in Sacramento, developing in the mid-1800s, and includes approximately 24 blocks. As early as the 1850s some light industrial business began to appear at the northern and southern edges of the neighborhood near the American River and the downtown business district. “The 1897 Sacramento City Directory indicates that the 12<sup>th</sup> Street corridor between B and H streets had become almost entirely a commercial area and included two meat markets, a retail liquor store, a steam laundry, a grocery, grain and feed store.” (Alkali Flat/Mansion Flats SNAP, 2005: 5)

## **Mansion Flats**

Mansion Flats is a neighborhood on the south side of the American River, east of the Railyards, and north of the Capital. It is generally bound by 12<sup>th</sup> Street on the west, J Street on the south, 16<sup>th</sup> Street on the east, and the railroad tracks north of C Street on the north. Mansion Flats, also known as the Washington Neighborhood after the old Washington School once located on 13<sup>th</sup> Street, developed along Sacramento's first streetcar line (Burg, 2013) Houses in the area range from the 1860s to the present and include the Historic Governor's Mansion, which is now open to the public. "H Street became known as Merchant's Row, where families like the Ruhstallers, Hales and Gallatins made their homes. To the north, employees of the Southern Pacific Shops and other industrial workers built smaller but beautifully decorated homes." (Burg, 2013)

## **New Era Park**

New Era Park is a residential neighborhood in Sacramento, bordered by E Street to the south, the American River to the north, 29th Street to the west, and 16th Street to the east. New Era Park emerged in the late 1910s as a working class-neighborhood with affordable housing for employees of some of the major Sacramento businesses, including Southern Pacific Railroad, California Packing Corporation, and the California Almond Grower's Exchange (SAMCC and the Historic Old Sacramento Foundation, 2006). Developed by Wright & Kimbrough, following their successful establishment of Boulevard Park to the west, the craftsman bungalows were supported by the H Street streetcar line (Burg, 2014).

## **Marshall School**

Marshall School is a residential neighborhood bound by D Street to the north, J Street to the south, Capital City Freeway to the east, and 25th Street to the west. The neighborhood Marshall School was named for the elementary school built (built in 1903 and designed by Rudolph Harold, the architect who designed City Hall) located at 28th and G Streets. The school functioned as a grade school until 1976, and has functioned under a range of educational uses since then (Burg, 2014).

## **Boulevard Park**

Boulevard Park is bounded by the Southern Pacific railroad to the north, 20th St to the west, H Street to the South, and the properties along the east side of 22nd Street. Originally purchased by the Park Realty Company in 1905, the district was successfully developed by Wright & Kimbrough into residential lots (Boghosian and Cox, 2006). Built on the former site of the California State Fair's Union Racetrack, the neighborhood was a streetcar suburb that integrated "City Beautiful" principles of urban design and landscape architecture within Sacramento's original gridiron block plan (Burg, 2011).

## Downtown

Sacramento's central business district is defined as the area bounded by the American River to the north, Interstate 5 to the west, Broadway to the south, and 16th Street to the east. While Sacramento's central grid began development in the mid-nineteenth century with the arrival of John Sutter, the Downtown neighborhood includes predominantly modern construction resulting from the ongoing development and redevelopment of the urban core (SAMCC and the Historic Old Sacramento Foundation, 2006b). Buildings include historic hotels, the downtown mall, commercial space and restaurants, high-rise office buildings, and medium-rise office and residential buildings.

## Midtown/Winn Park/Capitol Avenue

Sacramento's Midtown neighborhood is bordered unofficially by W Street to the south, the Southern Pacific Railroad to the north, 16th Street to the west, and 29th Street to the east. Midtown is predominantly residential, with tree lined streets and buildings dating to the late nineteenth through mid-twentieth centuries. By the 1870s, Sacramento had begun expanding east to accommodate increased need for residential development. Midtown's development included several historic districts, including Winn Park at 28th and P Streets (both the park and neighborhood were named for Sacramento's second mayor, A.M. Winn) and Capitol Avenue (Midtown's wide, tree and Victorian-lined central arterial) (SAMCC and the Historic Old Sacramento Foundation, 2006a).

## Southside Park

Southside Park is bounded by the W/X Freeway to the south, R Street to the north, Interstate 5 to the south, and the buildings on the east side of 12th Street to the east. Southside Park was developed in response to the increased need for residential housing following the development of the R Street Corridor as a major industrial area. Immigrants and working class laborers sought home within walking distance of R Street, creating a booming early 20th century neighborhood along the track line. The lack of racial covenants allowed nonwhite to purchase homes in the neighborhood, one of few neighborhoods available to them (Burg, 2007).

## Old Sacramento

Old Sacramento is a historic commercial neighborhood bounded generally by the Sacramento River to the west, Interstate 5 to the east, I Street to the north, and Capitol Avenue to the south. Established as a historic district and national landmark in the mid-twentieth century, Old Sacramento was at one time the central transportation hub of Sacramento, with its immediate proximity to the Sacramento River and the Southern Pacific Railyard. Historic resources within the district include historic hotels, shops, restaurants, and bars, as well as Sacramento's Underground Sidewalks District (SAMCC and the Historic Old Sacramento Foundation, 2006b).

## **Richmond Grove**

Bounded by R Street to the north, the W/X Freeway to the south, 12th Street to the west, and 19<sup>th</sup> Street to the east, Richmond Grove was originally a literal pleasure grove at 20th and Q Streets, accessed by visitors relaxing away from downtown. The grove was demolished by the construction of the Western Pacific Railroad through Midtown in 1907-1910, and the subsequent residential development provided housing for the nearby workers (Burg, 2014).

## **Newton Booth**

The Newton Booth neighborhood is bounded by R Street to the North, Hwy 50 to the South, Business 80 Freeway to the East, and 24th Street to the West. Also within the neighborhood is the Newton Booth Historic District. Named for California's 11th governor and the 1915 school named for him, the Newtown Booth historic district was part of an area developed after World War II (one of the few remaining undeveloped portions of the City at the time). Housing styles were influenced by architecture popular on the East Coast, often a composite of multiple styles (SAMCC and the Historic Old Sacramento Foundation, 2006a).

## **Land Park**

Land Park and Upper Land Park are residential neighborhoods located south of the W/X Freeway. Upper Land Park is a triangular area, bounded by the Sacramento River to the west, Riverside Boulevard to the east, and Broadway to the north. Land Park is bounded by Riverside Boulevard to the west, Sutterville Road to the South, the W/X Freeway to the north, and 21st Street to the east. Land Park was named for the park established there in the 1920s, and its expensive homes constructed there between 1920 and 1940. Following World War II, the demand for large scale tract homes overtook the individual builder pattern of neighborhoods like Land Park, but it has retained its local cache and prestige as a desirable neighborhood through the present (Isidro, 2005).

## **Curtis Park**

Curtis Park is a residential neighborhood bounded by the W/X Freeway to the north, Highway 99 to the east, Sutterville Road to the south, and Freeport Boulevard to the west. Originally consisting of large farming properties south of the City, Curtis Park was divided into residential subdivisions by the late 1880s. The neighborhood was named for William Curtis, an early Sacramento homesteader in the area. A "streetcar suburbs," the streetcar lines allowed commuters to easily travel back and forth to the City core. This development continued piecemeal through the end of World War II (Murphy, 2005).

## **Railroad**

Many of the Opportunity Sites are located along the R Street Corridor, which, in the early 20<sup>th</sup> century, was an industrial hub in the City. The following has been excerpted from the City of Sacramento General Plan Technical Background Report's Railroad Context Statement.

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. Through opportunistic and politically-savvy business efforts, especially of the men who came to be called the “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. 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 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...

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...

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... 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.

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. The city granted railroad right-of-ways in areas where the city was most vulnerable to flooding from the American and Sacramento Rivers...In accordance with this ordinance, the Sacramento Valley Railroad constructed a levee on R Street prior

to the establishment of its tracks...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.

## Historic Districts

The Opportunity Sites fall into four Historic Districts including the 1200-1300 Q Street, R Street, Memorial Auditorium, and Alkali Flat West historic districts. The following excerpts are from the Sacramento Register of Historic and Cultural Resources.

### 1200-1300 Q Street

This Historic District consists of a two-block row of modest high basement buildings on Q Street, predominantly simple high basement cottages, on the half block behind Q Street. It is a cohesive row of buildings dating from 1885-1895. Its identity as a neighborhood is enhanced by the mature trees, which line its streets, and by the incompatibility of surrounding land uses. The houses are all in the same small scale, they have similar materials, texture, color, height, and set back, and there is a rhythm to their spacing and shape. The area also contains a rare example of a late nineteenth century simple Delta style cottages facing the alley and is located behind 1322 Q Street. Many Sacramento alleys once served as auxiliary residential streets lined with very simple cottages. Now, only this one remains of that formerly common historical pattern. This neighborhood has always housed working class families as tenants and owners.

Three basement cottages from the Alkali Flat Historic District and one high basement Craftsman Bungalow from 16th Street have been moved in the one half block area on the west side of 14th Street north of Q Street. These buildings were moved as part of a Capitol Area Development Authority project. They help to give an architectural feel of time and place to this District.

### R Street

The buildings within this District face R Street from 10th Street running east to 12th Street. The construction dates run from 1910 to 1930 with the use concentrated in warehousing, commercial distribution and light industrial.

Inasmuch as Sacramento's early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection. Remaining railroad-related enclaves of structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship.

The boundaries are well defined by a change in building styles to the north and south and newer construction to the west and east.

## Memorial Auditorium

This District essentially constitutes the Memorial Auditorium, the block face opposite the Auditorium, to the south, and the half block to the east on the south side of J Street. The scale and materials of some of the structures strongly contribute to the Auditorium. Some portions of the streetscape are minimally intact but the District could be increasingly supportive of the Memorial Auditorium if it were rehabilitated sensitively in the future.

The boundaries are defined by new construction, parking lots and non-contributory older buildings.

## Alkali Flat West

Alkali Flat West Historic District lies at the westernmost perimeter of the Alkali Flat area and contains a National Register property that may be a representative of prepackaged houses that came by ship to Sacramento during its early establishment. Other houses on along E Street form a cohesive row representative of the overall area in size, scale and image. The district also contains some larger turn of the century and early 1900 apartment houses.



This page intentionally left blank

# CHAPTER 4

---

## Methods and Results

### CHRIS Records Search

Several records searches conducted at the North Central Information Center (NCIC) were compiled to provide full coverage of the Project Area, in addition to a 200-foot buffer to the Project Area for archaeological resources. The NCIC, at California State University, Sacramento, maintains the official CHRIS records of previous cultural resources studies and recorded cultural resources for the Project Area, among other areas. This study discusses the following NCIC records searches, as relevant to the Project Area:

- **SAC-16-105:** June 16, 2016, in-person by ESA staff, for City of Sacramento Accelerated Water Meter Project
- **SAC-16-112:** June 20, 2016, in-person by ESA staff, for City of Sacramento Accelerated Water Meter Project
- **SAC-16-114:** June 22 and July 18, 2016, by NCIC staff, for City of Sacramento Accelerated Water Meter Project
- **SAC-17-3:** January 11, 2017, by NCIC staff, for Project
- **SAC-17-11:** January 19, 2017, by NCIC staff, for Project
- **SAC-17-22:** February 6, 2017, in-person by ESA staff

The purpose of the records searches was to: (1) determine whether known cultural resources have previously been recorded in the Project Area; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby resources; and (3) develop a context for the identification and preliminary evaluation of cultural resources. The records searches consisted of an examination of the following documents:

- **NCIC base maps:** *Sacramento East, CA; Sacramento West, CA* (USGS 7.5-minute topo maps)
- **Resource Inventories:** *National Register of Historic Places, California Inventory of Historical Resources, California Historical Landmarks, California Points of Historical Interest, Historic Properties Directory Listing* (Sacramento County, through May 2012), *Archaeological Determinations of Eligibility* (Sacramento County, through April 5, 2012), *Caltrans Historic Bridge Inventory* (Sacramento County, through March 2016)

## Previously Recorded Resources

The NCIC indicates that there are 1,225 previously recorded cultural resources in the Project Area, 26 of which are archaeological resources, 1,197 of which are architectural resources, one (P-34-002358) of which has both archaeological and architectural components, and one (P-34-003880) of which is the former location of the China Slough/Sutter's Lake but does not have archaeological or architectural components. Due to their confidential nature, details on the locations of previously recorded archaeological resources are not provided in the following sections. However, such details are provided in confidential **Appendix C** of this document.

### Archaeological Resources

Of these 26 previously recorded archaeological resources, five are prehistoric, 20 are historic-period, and one has both prehistoric and historic-period components. The previously recorded resource in the Project Area with both archaeological and architectural components, P-34-002358, consists of the Sacramento Raised Streets and Hollow Sidewalks District. Only two of the archaeological resources (including the one with both architectural and archaeological components) are recorded within the limits of Opportunity Sites: P-34-000722 and P-34-002358. In addition to previously recorded archaeological resources within the Opportunity Sites themselves, 31 of the Opportunity Sites are within 200 feet of previously recorded archaeological resources. **Table 1** summarizes the previously recorded archaeological resources in the Project Area, while **Table 2** summarizes the relationship between Opportunity Sites and previous archaeological resources. **Figure 4** in Appendix C depicts the previously recorded archaeological resources in or within 200 feet of the Project Area.

#### ***P-34-000722***

This historic-period archaeological site was recorded in 2002 by Nettles and Hamilton. The site was subsequently tested and determined to be CRHR-eligible. As a result, data recovery was conducted at the site as part of the same project—the data recovery and following construction of the building and associated facilities destroyed the site. The site consisted of artifacts and features associated with residential, commercial, and industrial activities from the early 1850s to modern 1950s. Archaeological material at the site included privies, wells, cesspools, trash pits, historic-period midden, forge, bottle dumps, structural remains, historic-period gas well heads, and additional artifacts. It does not appear the resource was evaluated for National Register-eligibility, and it was destroyed by construction of the building and associated facilities.

#### ***P-34-002358***

This resource is an historic-period district with both archaeological and architectural components, recorded in 2010 by Downey, consisting of a vernacular landscape resulting from modifications made to downtown Sacramento between 1862 and 1878. The district encompasses a rectangular area in downtown Sacramento. District elements include the raised grade of the City streets, brick and wood sewers, duct banks, wood conduit, railroad track, cobblestone road segments, buried sidewalks, retaining walls, bulkheads, plank crosswalks, levee segments, and the Sutter Lake Sandlot. It does not appear the resource has been evaluated for National Register-eligibility.

**TABLE 1**  
**PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES IN THE DSP**

Primary (P-34-)	Trinomial (CA-SAC-)	Age	Recorder
000002	-	Historic	Orlins (1978); Russo (1986)
000061	34/H	Prehistoric	Heizer (1934); Snell (1963); McKithan (1977); Cimarelli (1979); HEC (1981)
000063	36	Prehistoric	Heizer (1934)
000064	37	Prehistoric	McKee (1934)
000065	38/H	Prehistoric, Protohistoric, Historic	Heizer (1934); 1981 (HEC); Hider and Wohlgemuth (1991); Tremaine (2008)
000067	40	Prehistoric	Heizer (1934); Flint and Bevil (1995)
000421	394H	Historic	Praetzellis (1980)
000619	505H	Historic	Hogan (2000); Davis (2001)
000722	551H	Historic	Nettles (2002)
000724	552H	Historic	Warren & Abdo-Hintzman (2002)
000725	553H	Historic	Praetzellis (1992)
000726	554H	Historic	Praetzellis (1992)
000727	555H	Historic	Praetzellis (1991)
000748	573H	Historic	Windmiller and Osanna (1997)
000749	574H	Historic	Windmiller and Osanna (1997)
000750	575H	Historic	Meyer and Schur (2002)
000892	670H	Historic	Praetzellis (1991)
001002	692H	Historic	Tremaine and Nelson (2004)
001966	1047H	Historic	Arrington and Corey (2007)
002100	-	Historic	Martinez and Hanes (2008)
002352	-	Historic	Delgado (1987)
002358	-	Historic	Tremaine (2008); Downey (2010)
002359	-	Prehistoric	Tremaine (2008)
002360	-	Historic	Breese et al. (2004)
003897	-	Historic	Cimarelli (1979); Smith (1980)
004110	-	Historic	Wulzen (2009)
004497	-	Historic	Dougherty (2012)

## Architectural Resources

As previously stated there are 259 parcels on 89 Opportunity Sites. ESA Architectural Historians performed preliminary survey and research to identify those Opportunity Sites that included historic-age (45 years old or older) buildings and structures. The City then identified six Opportunity Sites for full evaluation for the National Register, California Register, and local listing. Table 2 in **Appendix D** provides information on architectural resources, broken down by

parcel number, since many Opportunity Sites include multiple parcels, including the acreage, address, and year built as well as, in some cases, eligibility. As such Table 2 includes a number of notes regarding current eligibility status and recommended eligibility noted as:

- N = no, not eligible
- NL = not listed
- HA = historic age, needs further research
- YL = Yes, already listed
- ENYL = Eligible, not yet listed
- NHA = Not historic-age

Those noted as not eligible have been evaluated as historical resources either as part of this study or a previous effort. Historic-age resources are 45 years old or older and have not been evaluated.

These Opportunity Sites are scattered throughout the downtown core; as such, they are located in a variety of urban environments and include many different building types. The following gives a brief overview of the buildings/structures on each of the Opportunity Sites (if any) including photos. Many of the parcels are either vacant lots or surface parking lots. Any discussion about condition or integrity is based on the site visit and the architectural historian's knowledge of the construction time period and style. Additional research would need to be performed in order to confirm this finding as well as provide a recommendation on the property's eligibility for the National Register, California Register or local listing.

**Opportunity Site #1** – This site includes one fully developed parcel with three buildings, two of which are connected. The oldest building on the site is approximately 51 years old, built c1966, while the newest was likely built in 1994, which is the date on the Assessor's Record. The buildings appear to be in good condition.



**Opportunity Site #2** – This site includes one parcel with a two-story building constructed in 1985, according to the Assessor’s Records, and is not historic age. There are some exterior wall segments that appear much older, as if the current building was built inside the shell of the original building. The building appears to be in good condition.



**Opportunity Site #3** – This site includes one building, constructed in 1965, and a surface parking lot at the rear of the parcel. The building is Mid-Century Modern style and appears to be in good condition and retain a moderate to high degree of integrity.



**Opportunity Site #4** – This site includes one building, constructed in 1975, and a surface parking lot at the northeast corner of the lot. The building is not historic age.



**Opportunity Site #5** – This site includes one parcel and has no buildings.

**Opportunity Site #6** – This site includes one parcel and has no buildings.

**Opportunity Site #7** – This site includes four buildings on three parcels. There are two buildings at APN 009-0253-016. The building at 1331 Broadway was constructed in 1966 and was previously a bank. It is on the northwest corner of 14<sup>th</sup> Street and Broadway. The building is currently vacant. It is Mid-Century Modern style and appears to retain a moderate to high degree of integrity. The building at 1315 Broadway, also on APN 009-0253-016, is a one story, retail/commercial building. It appears historic age and was likely constructed between 1957 and 1964. The building at 1313 Broadway is a one story retail/commercial building that was built in 1945. The building at 1309 Broadway is a one story retail commercial building that was built in 1931. All of the buildings are historic age and appear to be in good condition.



1331 Broadway



1313 Broadway



1309 Broadway

**Opportunity Site #8** – This site includes five parcels and no buildings.



**Opportunity Site #9** – This site includes one parcel and one building constructed in 1966. The building is single story and concrete construction, and is architecturally unremarkable. The building appears to be in good condition.



**Opportunity Site #10** – This site includes two parcels and one building constructed in 1966. The single story, rectangular building appears to front both T and U streets, with T Street being the primary frontage. The building appears to be in good condition.



**Opportunity Site #11** – This site includes one parcel and no buildings.

**Opportunity Site #12** – This site includes one parcel and three buildings and structures constructed in 1968. It appears to be a former gas/service station with a main shop for repairs and two shade structures that presumably covered gas pumps. The gas pumps have been removed; however, overall the site appears to retain a moderate to high degree of integrity.



**Opportunity Site #13** – This site includes one parcel and one building constructed in 1966. It appears to be a former gas/service station. The main portion of the building is rectangular with carports extending to the east and west of the building. The one on the west façade appears to be a later addition while the one on the east façade likely covered the gas pumps. The building appears to be in fair to good condition and retain a low to moderate degree of integrity.



**Opportunity Site #14** – This site includes two parcels and two buildings. The building at 1809 23<sup>rd</sup> Street was constructed in 1942. The building at 1800 24<sup>th</sup> Street was constructed in 1930. Both of these buildings were fully evaluated as a part of this study in the next section of this report and the DPR forms are in **Appendix E**.



1809 23rd Street



1800 24th Street

**Opportunity Site #15** – This site includes four parcels and two buildings. The building at 1800 23<sup>rd</sup> Street was constructed in 1938. It was fully evaluated as a part of this study in the next section of this report and the DPR forms are in Appendix E. The building at 2229 S Street, according to parcel records, was constructed in 1972. It is at the northwest corner of 23<sup>rd</sup> and S streets. It is a single story building dominated by warehouse space with what appears to be office space at the southeast corner of the building. It appears to be associated with Fischer Tile & Marble, which also occupies the building at 1800 23<sup>rd</sup> Street and possibly the building at 1809 23<sup>rd</sup> Street. The building at 2229 S Street appears to have been constructed prior to 1972; it is historic age and requires further evaluation to determine its significance.



1800 23rd Street



2229 S Street

**Opportunity Site #16** – This site includes five parcels and no buildings.

**Opportunity Site #17** – This site includes five parcels and no buildings.

**Opportunity Site #18** – This site includes three parcels and two buildings. The building at 1720 21st Street (2111 Q Street) was constructed in 1948. It is a narrow, rectangular single story building. It is currently occupied by sacbee.com and sacramento.com according to signage on the building. The building at 2123 Q Street was constructed in 1957, and is a one story, International Style building. It is historic age and appears to have a moderate to high degree of integrity.



*1720 21st Street (2111 Q St)*



*2123 Q Street*

**Opportunity Site #19** – This site includes seven parcels and no buildings.

**Opportunity Site #20** – This site includes three parcels and no buildings.

**Opportunity Site #21** – This site includes four parcels and one building. The building at 2123 P Street was constructed in 1913 and is historic age. It is a two story residential building, and appears to have a moderate to low degree of integrity.



**Opportunity Site #22** – This site includes one parcel and one building. The building at 1608 Q Street was constructed in 1964. It is a single story building in the International Style and appears to be in good condition.



**Opportunity Site #23** – This site includes seven parcels and no buildings.

**Opportunity Site #24** – This site includes two parcels and two buildings. The building at 1730 14<sup>th</sup> Street was constructed in 1939. It was fully evaluated as a part of this study in the next section of this report and the DPR forms are in Appendix E. The building at 1729 13<sup>th</sup> Street was constructed in 1939. It is a large L-shaped building that is currently occupied by the State of California Department of Water Resources.



1730 14th Street



1729 13th Street

**Opportunity Site #25** – This site includes one parcel and one building constructed in 1982. The building is not historic age.



**Opportunity Site #26** – This site includes one parcel and no buildings.

**Opportunity Site #27** – This site includes six parcels and one building constructed in 1931. This site is located in the Sacramento Register designated 1200-1300 Q Street Historic District, but post-dates the district's period of significance (1895-1912) and is therefore presumed to not be a contributor. The building is historic age and appears to be in fair to good condition.



**Opportunity Site #28** – This site includes two parcels and two buildings. The building at 925 R Street was constructed in 1949. The building at 1724 10<sup>th</sup> Street was constructed in 1920 and is in the Sacramento Register R Street Historic District. Both of these buildings were fully evaluated as a part of this study in the next section of this report and the DPR forms are in Appendix E.



925 R Street (915 R St)



1724 10th Street

**Opportunity Site #29** – This site includes three parcels and no buildings.

**Opportunity Site #30** – This site includes one parcel and one building constructed in 1970. The building is historic age and in good condition.



**Opportunity Site #31** – This site includes six parcels and one building. The building at 1720 8<sup>th</sup> Street was constructed in 1929. It was recorded in 1996 and the following description given.<sup>1</sup>

This single-story building has a mansard roof with ceramic tile facing. Beneath the dentiled cornice is brick siding with textured clinkers. The front elevation has large, multi-paned industrial windows on both sides of centered, awninged entry. The aluminum door is new and the window on the left side of the front elevation

<sup>1</sup> Napoli, Donald S., CHMD. "Central City Historic Structures Inventory," March 1996.

has been bricked in. Two windows on the north elevation are covered in concrete. The building, however, remains essentially unaltered. The property's boundary is its current parcel.

Notes on the previous survey indicate that there were already integrity issues. The building is historic age and was undergoing extensive remodeling at the time of the survey. It no longer retains sufficient integrity to convey its original construction.



**Opportunity Site #32** – This site includes one parcel and no buildings.

**Opportunity Site #33** – This site includes seven parcels and no buildings.

**Opportunity Site #34** – This site includes 11 parcels and no buildings.

**Opportunity Site #35** – This site includes four parcels and two buildings. The building at 1401 16<sup>th</sup> Street was constructed pre-1947. It is one story and includes a surface parking on at the north end of the parcel. The building is currently occupied by an Enterprise Rent-A-Car. The building at 1614 N Street was constructed pre-1947. It was likely a single family residence originally and is currently occupied by Hand In Hand Child Development Center. It is one story over a raised basement, is in good condition, and appears to retain a moderate degree of integrity.



1401 16th Street



1614 N Street



**Opportunity Site #36** – This site includes one parcel and one building. The building at 1900 Capitol Avenue was constructed in 1977. It is not historic age.



**Opportunity Site #37** – This site includes one parcel and no buildings.

**Opportunity Site #38** – This site includes one parcel and no buildings.

**Opportunity Site #39** – This site includes one parcel and no buildings.

**Opportunity Site #40** – This site includes seven parcels and no buildings.

**Opportunity Site #41** – This site includes three parcels and one building. The building at 1724 6<sup>th</sup> Street was constructed pre-1947. It is historic age and appears to be in fair condition.



**Opportunity Site #42** – This site includes one parcel and one building. The Thomas Jefferson Elementary School was constructed in 1923 in the Period Revival style. It is a City of Sacramento Landmark.



**Opportunity Site #43** – This site includes four parcels and no buildings.

**Opportunity Site #44** – This site includes three parcels and two buildings. The building at 200 Q Street was constructed in 1971. It is a small commercial building currently occupied by Starke Fit. Based on the building design and location it was possibly a gas station and/or other automotive related business. The building at 226 Q Street was constructed in 1966. It is a small rectangular building currently occupied by Advanced Tire. Based on the building design it was likely always used for automotive related businesses. Both buildings appear to be in good condition.



200 Q Street



226 Q Street

**Opportunity Site #45** – This site includes one parcel and one building. The building at 2200J Street is two stories and rectangular in form. It currently houses multiple retail businesses including Mike’s Camera, Midtown Framing, and Kindermusic. The building appears to be in good condition and retains a high degree of integrity. It appears to be an excellent example of the Midcentury Modern Style.



**Opportunity Site #46** – This site includes two parcels and no buildings.

**Opportunity Site #47** – This site includes two parcels and one building. The building at 2124 J Street was constructed in 1925. It is currently occupied by Lofings Lighting, a sign says they are celebrating 50 years, and a preschool. Based on the configuration of the building it is likely that the building was constructed as a residence and the front of the building remodeled for commercial purposes at a later date.



**Opportunity Site #48** – This site includes one parcel and no buildings.

**Opportunity Site #49** – This site includes one parcel and one building. The building at 2020 J Street was constructed in 1920. It is a multistory building on the southwest corner of J and 21st streets. It appears to have been significantly remodeled based on its building date.



**Opportunity Site #50** – This site includes one parcel and one building. The Marshall School was constructed in 1903 in the Classic Revival style. It is a City of Sacramento Landmark.



**Opportunity Site #51** – This site includes three parcels and no buildings.

**Opportunity Site #52** – This site includes three parcels and one complex of three buildings/structures. The buildings at 1031 16<sup>th</sup> Street were constructed in 1967 and appear to have originally been a gas station/service station. The main building appears to have been the service station and the other two structures are freestanding shade structures for the gas pumps. Only one gas pump remains.



**Opportunity Site #53** – This site includes four parcels and one building. The building at 1616 J Street was constructed in 1928. It is a single story, rectangular brick building. Extensive renovations affecting the façade and interior were observed in early 2017.



**Opportunity Site #54** – This site includes one parcel and one building. The building at 2827 F Street was constructed in 1965. It is a one-story rectangular building designed in a Modern style. It is currently vacant, and all openings have been boarded up. The building is surrounded by a surface parking lot on the north, east, and south sides. A pole on a raised concrete pad is present to the east of the building that could have supported a shade structure over gas pump(s).



**Opportunity Site #55** – This site includes one parcel and no buildings.

**Opportunity Site #56** – This site includes one parcel and one building. The building at 907 16<sup>th</sup> Street was constructed in 1968. It is a one-story rectangular building designed in a Modern style and appears to be in good condition. It is currently occupied by Avis and Budget Car Rentals according to signage on the building. The building is surrounded by a surface parking lot on its north, west, and south sides.



**Opportunity Site #57** – This site includes one parcel and one building. The building at 1116 9<sup>th</sup> Street was constructed in 1965. It is a two-story building designed in the Midcentury Modern style. It has ground-level commercial space and rooftop parking.



**Opportunity Site #58** – This site includes four parcels and four buildings. The building at 930 K Street was constructed in 1963. It is a two-story office building with basement-level parking located on the southwest corner of K and 10th streets. The building at 924 K Street was constructed in 1963. It is a one-story commercial building with basement-level parking. The building at 920 K Street was constructed in 1963. It is a one-story-over basement commercial building. The building at 916 K Street was constructed in 1890; the façade appears to have been completely remodeled. It is a two-story-over-basement commercial building currently occupied by DeRow & Sharma Clothiers & Tailors according to signage on the building.



930 K Street



920 K Street



916 K Street



924 K Street

**Opportunity Site #59** – This site includes three parcels and no buildings.



**Opportunity Site #60** – This site includes three parcels and one building. The building at 703 L Street was constructed in 1949. The west portion of the two-story commercial building is designed in the Streamline Moderne style; the east portion is a one-story covered parking lot. The building appears to be in good condition.



**Opportunity Site #61** – This site includes seven parcels and three buildings. The building at 904 15th Street was constructed in 1950. It is a one-story commercial building currently occupied by Torch Club and Zen Sushi & Lounge according to signage on the building. The adjoining buildings at 908 and 910 15th Street were constructed in 1949. Their façades have been modernized in two different styles. 908 15th Street is currently occupied by Republic Bar & Grill according to signage on the building, and 910 15th Street is currently occupied by Coast to Coast Kitchen.



*910 15th Street*



*904 15th Street*



*908 15th Street*

**Opportunity Site #62** – This site includes two parcels and no buildings.

**Opportunity Site #63** – This site includes one parcel and no buildings.

**Opportunity Site #64** – This site includes one parcel and one building. The building at 1023 J Street was constructed c. 1960. It is a two-story-over-basement office building designed in the Midcentury Modern style. It appears to be in good condition and retain a moderate to high degree of integrity.



**Opportunity Site #65** – This site includes one parcel and no buildings.

**Opportunity Site #66** – This site includes three parcels and two buildings. The building at 714 J Street (also known as 715 Merchant Street) was constructed in 1890. It is a narrow, two-story commercial building currently occupied by Emergency Bail Bonds and Hair to Dye For according to signage on the building. It appears to be in good condition; however, the integrity appears to be poor with the façade appearing to be completely remodeled. The building at 716 J Street was constructed in 1962. It is a five-story, above-ground parking structure with ground-level retail space. It is designed in a Modern style and appears to be in good condition.



714 J Street



716 J Street

**Opportunity Site #67** – This site includes five parcels and no buildings.

**Opportunity Site #68** – This site includes one parcel and no buildings.

**Opportunity Site #69** – This site includes three parcels and one building. The building at 1210 G Street was constructed in 1978, according to assessor’s records. It is a two-story office building that is accessible from the adjacent parking lot on its east side.



**Opportunity Site #70** – This site includes one parcel with one building and two structures. The building at 526 16<sup>th</sup> Street was constructed in 1967. It is a small, one-story commercial building currently occupied by Auto Glass Now according to signage on the building. There are two detached carport/shade structures on the property.



**Opportunity Site #71** – This site includes seven parcels and no buildings.

**Opportunity Site #72** – This site includes one parcel and one building. The building at 1200 F Street was constructed in 1950. It is a small one-story building, located in the southwest corner of the parcel, which is otherwise occupied by a surface parking lot. The building appears to be in fair condition.



**Opportunity Site #73** – This site includes six parcels and one building. The building at 1913 D Street was constructed in 1960. It is a one-story rectangular building that may be used for storage or office use. The site appears to be associated with the Salvation Army according to signage on numerous trucks parked on the parcels. The building appears to be in good condition and to retain a moderate to high degree of integrity.



*1912 C Street (1916 C St)*



*1913 D Street*

**Opportunity Site #74** – This site includes one parcel and no buildings.

**Opportunity Site #75** – This site includes one parcel and no buildings.

**Opportunity Site #76** – This site includes three parcels and one building. The building at 1115 E Street was constructed in 1953. It is a one-story warehouse with a front addition designed in a Modern style. It is currently occupied by the E Street Gallery & Studios according to signage on the building.



**Opportunity Site #77** – This site includes five parcels and no buildings. The entire site is located within the Alkali Flat West Historic District.

**Opportunity Site #78** – This site includes three parcels and two buildings. The building at 1310 C Street was constructed in 1946. It is a one-story Quonset hut that is located on the south side of C Street between 13th and 14th streets. It is currently occupied by Jim Vendley Air Conditioning according to exterior signage. The building at 308 14th Street was constructed at an unknown date. It is a one-story warehouse building located at the northwest corner of 14th Street and Chinatown Alley. The buildings appear to be in good condition and retain moderate to high degrees of integrity.



308 14th Street



1310 C Street

**Opportunity Site #79** – This site includes four parcels and three buildings. The building at 1401 C Street was constructed in 1920. It is a large one-story warehouse located at the northeast corner of C and 14th streets, and it appears to be vacant. The two building at 201 and 215 14th Street are located on one parcel and were constructed in 1956. The buildings appear to be currently occupied by Reclamation Art & Furniture LLC and C Street Studio, respectively, according to an internet search. The building at 216 15th Street was constructed in 1942. The rectangular, two-story industrial building has three large additions on its north, south, and west sides, resulting in a sprawling building with an irregular plan. The building is currently occupied by The Red Museum according to an internet search.



201 14th Street



216 15th Street



1401 C Street

**Opportunity Site #80** – This site includes three parcels and one building. The building at 1219 C Street was constructed in 1980, and is not of historic age. It is a one-story rectangular industrial building with some office space.



**Opportunity Site #81** – This site includes four parcels and one building. The building at 1313 C Street was constructed in 1949. It is a one-story industrial building with additions on the north and east sides. It is currently occupied by Black Rock Automotive according to signage on the building. The remainder of the site is surface parking lots. The building appears to be in good condition and retain a moderate to high degree of integrity.



**Opportunity Site #82** – This site includes two parcels and no buildings.



**Opportunity Site #91** – This site includes two parcels and one building. The building at northeast corner of S and 14<sup>th</sup> Street was built in 1977 and is not historic age.



**Opportunity Site #96** – This site includes 26 parcels, five buildings/complexes, and a variety of infrastructure. The buildings at 2127 Front Street are part of the Front Street Animal Shelter. The building at 2200 Front Street is a large warehouse type building that houses the California Automobile Museum. The Pioneer Reservoir Treatment Plant is at 2100-2104 Front Street. The building at 2101 houses SUMP-1 of the Sacramento Department of Utilities system. Along the western boarder of this Opportunity Site are a levee, railroad tracks, and a bike/pedestrian path. The buildings all appear to be in good condition.



2200 Front Street



2127 Front Street



2201 Front Street



2104 Front Street



2101 Front Street



2001 Front Street

**Opportunity Site #97** – This site includes one parcel and one building. The building at 1026 R Street was built in 1920 and is listed on the Sacramento Register of Historic and Cultural Resources.



**Opportunity Site #101** – This site includes one parcel and one building. The building at 1431 L Street was constructed in 2005. It is not historic age.



**Opportunity Site #102** – This site includes one parcel and one building. The building at 1223 J Street was constructed in 1999. It is not historic age.



**Opportunity Site #115** – This site includes one parcel and one multi-story building surrounded by landscaping. The building at 720 9<sup>th</sup> Street, the Gordon D. Schaber Sacramento County Courthouse, was completed in 1965. It was designed by Starks, Jozens and Nacht in the Brutalist style and built by Campbell-Heller-Continental (contractors). The landscaping was designed by Hideo Sasaki and Peter Walker. The bronze and copper fountain was designed and created by San Francisco sculptor Aristides Demetrious.



**Opportunity Site #116** – This site includes one parcel and one parking structure. The parking structure on this lot has two levels, one at grade and one elevated above the at-grade parking. It is connected to the building to the south via a pedestrian walkway on the 2<sup>nd</sup> level. No construction date was determined.



## Previous Cultural Resources Studies

A vast number of previous cultural resources studies, involving a variety of methods, have been conducted in the Project Area. The NCIC has reports from over 200 previous cultural resources studies conducted in the Project Area. These range in scope from overviews and desktop analyses, to architectural resource evaluations and archaeological data recovery.

## Native American Correspondence

On February 9, 2017, the City sent notices, with Project information and a request to inform the City of any concerns regarding potential Project impacts to cultural resources, were sent out to the two California Native American tribes that had previously provided written requests to receive notification of projects under AB 52: the United Auburn Indian Community (UAIC) and Wilton Rancheria. The notices were received by both tribes on February 13, 2017. Under AB 52, both tribes had until March 15, 2017 (30 days after receiving notification) to request consultation on the Project. The City only received a request for consultation from the UAIC. The City is currently scheduling a meeting with UAIC and additional consultation is pending.

## Archaeological Sensitivity Analysis

One goal of this study is to identify areas of the Project Area that may yield archaeological resources, with particular attention given to the relationship between the likelihood of the presence of any such deposits and their potential for significance. This study uses the term “sensitivity” to discuss this relationship, whereby an area with high sensitivity would be an area with both a high likelihood of encountering archaeological deposits and a high likelihood of any such deposits being significant (i.e., qualifying as an historical resource or unique archaeological resource, for CEQA purposes).

Landforms that predate the earliest estimated periods for human occupation of the region are considered to have very low potential for the presence of buried archaeological sites, while those that postdate human occupation are considered to have a higher potential for presence of buried archaeological sites. The degree of buried site potential presence is inversely related to the estimated date range of a landform. Currently, archaeological research indicates that the earliest evidence for human occupation of California dates to the Late Pleistocene, which ended approximately 11,500 BP. Therefore, the potential for presence of buried archaeological deposits in landforms from or predating the Late Pleistocene is very low (Meyer and Rosenthal, 2008:160-161).

As mentioned earlier, the Project Area is underlain by deep Holocene and historic-period/modern alluvium with small areas of wind-blown “dune” deposits (California Division of Mines and Geology, 1971; Meyer and Rosenthal, 2008:Fig. 47, 50); **Figure 5** in Appendix A depicts the Late Quarternary geology of the Project Area. Soils in the Project Area consist of various sandy and silty loams (alluvium) mixed with historic-period and modern fill (USDA, 2016). Given the Late Holocene/historic-period/modern age of the APE’s underlying geologic formation, the potential for buried prehistoric archaeological deposits in undisturbed portions of the Project Area is high (see Meyer and Rosenthal, 2008:115, 160-161). Prior to historic-period and modern development, the Project Area would have been an amenable setting for procurement of the abundant flora and fauna found in the area’s marshes, river channels, and adjacent forests and grasslands. The Project Area would also have been an ideal setting for prehistoric habitation, particularly in the areas of higher ground, notably the Poverty Ridge area and along a north-south corridor of the Project Area spanning 8th, 9th, and 10th Streets (see **Figure 5**). This is supported by the documented presence of several ethnographic villages and prehistoric archaeological sites in and in the vicinity of the Project Area.

Historic-period and modern development activities have heavily disturbed the majority of the Project Area, thereby reducing the potential for both the presence and significance (due to probable loss of integrity) of shallow buried and surficial prehistoric deposits. However, the depth and extent of, and accuracy of records associated with these ground-disturbing activities, varies throughout the Project Area. As such, there is virtually no potential for presence of surficial archaeological resources in the Project Area but there remains a moderate to high potential for presence of buried archaeological resources in the Project Area. The potential for significance of any intact prehistoric archaeological resources in the Project Area is hard to predict and would depend on the nature of the deposit. However, given the relative few number of well documented prehistoric archaeological resources in downtown Sacramento, the potential significance of any such resources would likely be high. Therefore, the archaeological sensitivity of the Project Area for surficial prehistoric deposits is low and high for buried prehistoric deposits.

Additionally, historic-period development activities and associated use in the Project Area may have resulted in the creation of buried historic-period archaeological deposits. Therefore, there is a high potential for presence of buried historic-period archaeological resources in the Project Area. Again, predicting the potential significance of any intact historic-period archaeological resources in the Project Area, if present, is difficult. Based on the known historic-period archaeological resources previously recorded in downtown Sacramento, the potential significance of any intact historic-period archaeological resources in the Project Area is moderate. Therefore, the archaeological sensitivity of the Project Area for historic-period deposits is moderate.

Due to the presence of previously recorded archaeological resources in the Project Area, lack of previous systematic subsurface archaeological survey of the Project Area, presence of recorded ethnographic villages in or in close proximity to the Project Area, and substantial historic-period use of the Project Area, the archaeological sensitivity of the Project Area is low for surficial prehistoric deposits, high for buried prehistoric deposits, and moderate for historic-period deposits.

## Field Survey

On August 3, 2016, August 18<sup>th</sup>, 2016, and February 1, 2017, ESA Architectural Historian Amber Grady conducted an architectural survey of the 89 Opportunity Sites, which included 259 parcels. Not all of the parcels contained buildings (see Table 2 in Appendix D). A total of 83 buildings and structures were present on these parcels at the time of survey, 77 of which appear to be historic age (45 years old or older). This included an exterior examination of all buildings and structures as well as photographing and taking notes of all buildings.

## Built Environment Resources Identified

As a result of this study, six historic age built resources were fully evaluated using the criteria discussed in more detail under the Regulatory Framework above. There are four (4) criteria by which the buildings were evaluated. Criterion 1/A recognizes properties 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. The property must also have an important

association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. The following section presents an evaluation of these resources for listing in the National Register, California Register, and Sacramento Register of Historic and Cultural Resources. Appendix E contains DPR forms that document these resources.

## **1800 24<sup>th</sup> Street**

### ***Description***

The subject property includes a 25,120 square foot (sf) building on a 25,600 sf lot on the southeast corner of 24<sup>th</sup> Street and Rice Alley. It is a large, single story warehouse with a square

footprint. The building sits on a concrete slab foundation and the walls are poured concrete. The western third of the building appears to be an addition. The western portion of the building has a hipped roof while the remaining appears to be flat.

The east (primary) facade includes an at-grade level metal roll up vehicle door, two elevated loading docks, a single pedestrian door, and metal framed casement and fixed windows. At the north end of this facade one nine paned window is located over the single pedestrian door with three additional windows flanking the door; several glass panes have been replaced with wood and an HVAC unit. The seven windows at the south end of the facade are located high on the facade, with one over each of the two elevated loading docks, and each have 12 panes.

The south facade fronts Rice Alley and includes eight metal framed windows near the roofline on the east end and an elevated loading dock flanked by two metal framed windows. Each of the eight windows on the east end has 12 panes. One elevated truck dock is at the west end of the facade and is flanked by two, twelve paned, metal framed windows. Many of the panes in these windows appear to be broken or replaced. A large mural is located below these windows for the entire length of this facade.

The north facade fronts the light rail tracks that run along R Street. The east end of this facade includes two rows of windows making the building appear to be two stories. The windows are metal framed fixed and awning style. The upper row of windows has six and eight panes while the lower windows have either 3 or 12 panes. Some of the window openings have been filled in. The west end of the north facade has a single pedestrian door, a roll up metal door on an elevated loading dock, and two window openings that appear to have been boarded up from the inside.

The west facade is a solid wall with no window or door openings. The mural from the south facade continues the full length of this facade as well.

### ***Property History***

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The Sacramento Valley Railroad (SVRR) opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1915 with a brick warehouse; railroad tracks are also visible on R Street with a railroad siding next to this building on the 1915 Sanborn Map. This building was demolished sometime before 1947 when a historic aerial shows the parcel as vacant. The 1915-1952 Sanborn shows two buildings in the current building footprint



and is labeled “Paper W.Ho” and “Whol. Paper School Supplies & Houseware.” A building permit was issued in 1949 to Valley Paper Co to erect a warehouse at 1800 – 24<sup>th</sup> Street.

While there are no listings in the 1935, 1940, 1944, 1945, 1946, 1948, 1950, and 1951 City Directories a photo dated 1950 and labeled “Incandescent Supply Co” shows the current building. The 1952 City Directory lists “Valley Paper Co” at the subject property. The 1960 City Directory lists “Incandescent Sup Co” and the 1965, 1970, 1975 and 1992 City Directories lists “Consolidated Elec Distributors lighting equip” and “Consolidated Electrical Distributors elec whol.” The east (primary) façade currently includes a painted sign that reads “CED Consolidated Electrical Distributors.” Based on this archival research it is apparent that this building has been used as a warehouse and commercial showroom, for various types of commercial goods, likely since it was constructed in 1949.

While the previous building(s) on the site were tied to the railroad the currently building appears to be oriented and designed for distribution of goods via trucks. Historic aerials from 1957, 1964, and 1966 show vehicles parked perpendicular to the building on the west, north, and east sides.

Businesses associate with the building over its 65+ year history include Valley Paper Company, Incandescent Supply Co, and Consolidated Electric Distributors. Consolidated Electrical Distributors currently occupies the building and sells automation products for residential, commercial, and industrial use. Archival research did not reveal any detailed information on either the Valley Paper Company or the Incandescent Supply Company.

## ***Evaluation***

### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies, research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

### **Criterion 3/C**

The subject property is vernacular and does not represent any particular building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information

that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

### **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

### **1809 23rd Street**

#### ***Description***

The subject property includes a generally rectangular building with a small, primarily one story, addition that projects out on the east facade. The majority of the building is one story with approximately 1/3 of the building at the south end two stories. The majority of the exterior walls are stucco. There is a wood framed addition on the east façade that is clad in corrugated metal.

The west (primary) façade includes four window openings and 2 single pedestrian doors on the 1st floor and four window openings at the 2nd floor. Three large window openings are located in the center of the façade at the 1st floor; the center opening is glass block and the other two are roll up metal screens. The other window is glass block and is located between the two pedestrian doors. One of the pedestrian doors is surrounded by glass blocks. The 2nd floor windows are metal framed casement windows. A third pedestrian door opening has been filled in at the north end of this façade.

The north façade fronts R Street and the light rail tracks. The wall is blank with no window or door openings.

The east façade is two stories. The 1st floor steps back under the 2nd floor creating covered parking on the west end of this façade. There is a single pedestrian door and a metal roll up vehicle door at the back of the parking area. There is also one metal framed casement window at the east end of the 1st floor.

#### ***Property History***

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1915 with a brick warehouse; railroad tracks are also visible on R Street with a railroad siding next to this building on the 1915 Sanborn Map. This building was demolished and the current building constructed in 1942 according to the City's Assessor Records. The 1947 aerial appears to show the current building. The 1915-1951 and 1915-1952 Sanborn maps show "Whol. Meat & Cold Stge" and "BLR Ho" on a building footprint that appears to match the current footprint. There are no listing in the City Directories for 1935, 1940, 1945, and 1947; however, "A J Murphy whol meats" is listed in 1952 and "Made-Rite Sausage Co (plant)" and "Made-Rite Mfg Co Sausage Mfrs" in listed in 1960, 1965, and 1969. The 1970 City Directory lists it as vacant. The building may have also been occupied by Pureta Sausage Co sometime during the 1950s-60s. The 1975 City Directory lists "Professional Food Services vending mach" and in 1982 "Professional Food Flavors (Ofc)" is listed. In 2003 the building was purchased by Fischer Tile & Marble, which also currently occupies 1800 23rd Street.

### ***Evaluation***

#### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

#### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

#### **Criterion 3/C**

The subject property is International Style and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

#### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

### **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

## 1800 23rd Street

### *Description*

The subject property includes a 23,088 sf building on a 23,904 sf lot on the northeast corner of 23rd and R streets. It is a large, single story warehouse with a square footprint. The steel-frame building sits on a concrete slab foundation, reinforced concrete walls are clad in stucco, and the building is capped by a triple-bow roof.

The east (primary) facade includes three at-grade level metal roll-up vehicle doors and a single flush pedestrian door. The south end of this facade features two multi-pane, steel-frame industrial windows, and these are partly obscured by vines of climbing plants. The north end of this facade features two expanses of glass block with a continuous brick sill. A horizontal concrete sill above the pedestrian door may mark the location of an earlier window opening. A continuous brick soldier course across the entire facade caps the roll-up doors, steel-frame windows, and expanses of glass block, and the facade terminates in a single brick soldier course.

The south facade fronts Rice Alley and includes six multi-pane, steel-frame industrial windows with concrete sills, and these are capped by a continuous brick soldier course across the entire facade. The windows near the east end of the facade are partly obscured by vines of climbing plants. Several glass panes of three of these windows have been replaced with industrial fan units. A single flush door provides access to a loading dock near the east end of the facade. The facade terminates in a single brick soldier course.

The west facade is a solid wall with no window or door openings.

The north facade fronts the light rail tracks that run along R Street and includes six expanses of glass block with a continuous brick sill and header across the entire facade. Horizontal concrete sills directly below these expanses of glass block may mark the locations of earlier window openings. Below the glass block are three small window openings. The opening on the east end has a concrete sill and is filled with glass blocks. In the center is a recessed opening with two sliding windows and brick infill. The western opening features a single sliding window.

### *Property History*

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was constructed in 1938 according to the City Assessor's Records. The 1947 aerial photograph appears to show the current building. The 1915-1951 and 1915-1952 Sanborn maps show "Wellman Peck & Co. Whol. Gro." on a building footprint that appears to match the current footprint. There is no listing in the 1935 City Directory; however, "Wellman Peck & Co. whol gro" is listed in 1940, 1945, and 1952. City Directories from 1960 until 1982 alternately list "Henderson Bros auto parts," "Henderson Bros Stores Inc auto," and Henderson Bros Stores Inc distr auto parts." In 1986 the building was sold by Henderson Auto Parts to Fischer Tile & Marble, which also currently occupies 1809 23rd Street.

Businesses associated with the building over its nearly-80-year history include Wellman, Peck & Co. (wholesale grocer), Henderson Bros., Inc. (distributor of automobile parts), and Fischer Tile & Marble (manufacturer of stone and tile units). Wellman, Peck & Co. was founded in 1849 in San Francisco by merchant Bela Wellman. The company grew to 30 employees by 1880 and eventually expanded its operations to Sacramento (exact date unknown), and by 1941 it had become the largest wholesale grocer in California. By 1960, the subject property was occupied by Henderson Bros., Inc., which had at least two other locations at 916 12th Street and near the intersection of 15th and K streets. In 1986, the building was sold to Fischer Tile & Marble, which still occupies it today. Fischer Tile & Marble was established in 1906 in Stockton and opened its first Sacramento location in 1923. The company occupied at least four other locations in Sacramento before purchasing and occupying the subject property.

## ***Evaluation***

### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

### **Criterion 3/C**

The subject property is a utilitarian warehouse whose design was influenced by the Streamline Moderne style. It does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information

that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

### **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

### **1730 14<sup>th</sup> Street**

#### ***Description***

The subject property includes a 19,200 sf building on the northwest corner of 14th and R streets. It is a large, single story warehouse with a rectangular footprint, and it abuts adjacent properties on the west property line. The reinforced concrete building sits on a concrete slab foundation. It is clad in painted brick with a smooth stucco wainscot, and the building is capped by a hipped roof with skylights.

The east (primary) facade includes two recessed entries with single flush pedestrian doors: one in the center of the façade and one near the north end of the façade. Twelve multi-pane, steel-frame industrial windows with concrete wills span the façade. The façade terminates in a roof gutter.

The south façade fronts R Street and includes an at-grade level metal roll-up vehicle in the center of the façade. A single flush pedestrian door flanks the vehicular opening on the west, and an identical pedestrian door is located at the west end of the façade. Across the upper portion of the façade are six multi-pane, steel-frame industrial windows with concrete sills. The façade terminates in a roof gutter.

The north façade fronts the light rail tracks that run along Quill Alley. All fenestration has been filled in with brick, and it is apparent that multiple door and window openings of various sizes were once part of the façade. Concrete window sills can still be seen. The façade terminates in a roof gutter.

#### ***Property History***

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and one blacksmith shop, according to the Sanborn Map from that year. The 1930 City Directory lists “Parker R A,” who was likely one of the residents at that time. The buildings were demolished sometime before 1939, when the subject property was constructed according to the City Assessor’s Records. The 1947 aerial photograph appears to show the current building with the original footprint. The 1915-1951 and 1915-1952 Sanborn maps show “Elec. Supply W.Ho.” with railroad siding along Quill Alley (the north side of the building) that is disconnected from the main freight line on R Street. There are no listings in the 1935, 1940, and 1945 City Directories. The 1947 City Directory lists “Westinghouse Elec Sup Co.” Westinghouse occupies the site until 1966. City Directories from 1967, 1968, 1969, and 1970 show the “Sacramento Rubber Co mfrs” occupying the building.

### ***Evaluation***

#### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor that was originally occupied by the Westinghouse Electrical Company. Research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

#### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

#### **Criterion 3/C**

The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

#### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

### **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

## 915 R Street

### *Description*

The subject property includes an 11,160 sf building on an 11,200 sf lot on the north side of R Street between 9th and 10th streets. It is a single story warehouse with a rectangular footprint, and it abuts an adjacent building on the east property line. The building is of reinforced concrete masonry unit construction, sits on a concrete slab foundation, and is capped by a shingled bow roof.

The south (primary) facade is clad in painted concrete masonry units and includes three metal roll-up doors raised approximately four feet above grade. The door near the west end of the facade is covered by a horizontal, corrugated metal awning with metal braces above, and it is flanked on both sides by steel-frame windows with eight lights. Two more windows flank the eastern pair of roll-up doors. The facade terminates in an unadorned parapet that conceals a gutter.

The west facade is a solid wall with no window or door openings and is clad in painted concrete masonry units. It terminates in an unadorned parapet that conceals a gutter.

The north facade fronts a parking lot accessible from Quill Alley is clad in painted concrete masonry units. The facade features five steel-frame windows, each with eight lights. Two former openings—likely for roll-up doors like those on the south facade—have been covered with painted sheet metal panels. The facade terminates in an unadorned parapet that conceals a gutter.

### *Property History*

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and outbuildings, according to the Sanborn Map from that year. The 1915 Sanborn shows that all of these buildings were demolished sometime before 1915. The 1915-1951 Sanborn shows a vacant lot containing railroad siding accessed by the adjacent Goodwill Tire & Rubber Co. warehouse at 1724 10th Street (a.k.a. 925 R Street). A 1947 aerial photograph shows no buildings on the subject property. According to the City Assessor's Records, the current building was constructed in 1949. The 1915-1952 Sanborn Map shows a "Tire W. Ho." with railroad siding along Quill Alley (the north side of the building), and it appears that it was constructed as an addition to the



Goodwill Tire & Rubber Co. warehouse immediately to the east. In the 1970 City Directory “Marsh Murray B Co Inc fl coverings whol” is listed.

### ***Evaluation***

#### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor that was originally associated with the adjacent property at 1724 10th Street. Research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

#### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

#### **Criterion 3/C**

The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

#### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

### **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

## **1724 10<sup>th</sup> Street**

### ***Description***

The subject property includes a 28,800 sf building on a 14,400 sf lot on the northwest corner of 10th and R streets. It is a large, single-story-over-raised-basement warehouse with a square footprint, and it abuts an adjacent building on the west property line. The wood-frame building with brick walls and a concrete foundation is capped by a low mansard roof with wood shingles and a flat top. The flat portion of the roof includes more than a dozen smaller roof forms and roof-mounted equipment.

The east (primary) façade is clad in exposed brick on a raised concrete curb, and it is comprised of 10 structural bays. All bays feature a flush concrete header with a vertical wood panel directly

below, and all but one bay have a brick sill. The southernmost bay features a single, at-grade, glazed aluminum door with aluminum-frame transom and sidelights. Counting from the south end of the façade, the second through eighth bays and the tenth northernmost bay include single, fixed aluminum-frame windows with either vertical wood panels or brick infill directly below. The ninth bay is filled in completely with vertical wood panels. The façade terminates in a brick parapet that conceals a gutter.

The south façade fronts R Street and is clad in exposed brick with a smooth concrete wainscot. At the roofline near the center of the façade, a dormer addition with a flat roof is clad in stucco. The dormer includes a fixed, aluminum-frame window with a brick sill, and part of the brick wall has been removed to accommodate the shape of the window. Below the dormer are three window openings with arched brick headers and brick sills. The windows are covered with metal security grates. Flanking the arched windows are five recessed openings with concrete headers, two on the west end of the façade and three on the east end. Each opening includes a single, fixed aluminum-frame window with a brick sill and brick infill below. A narrow external brick chimney is located near the east end of the façade. Several small square openings a few inches above grade are located at irregular intervals across the base of the façade. Three of these appear to be window openings that are covered with metal security grates, and three others are covered by metal panels with exterior-mounted mechanical units. The façade terminates in a brick parapet that conceals a gutter.

The north façade fronts the light rail tracks that run along Quill Alley, and it is clad in painted brick. There are two window openings with arched brick headers and brick sills, and these are covered with metal security grates. Three rectangular openings with brick sills include either one or two fixed, aluminum-frame windows. Several small square window openings are located at irregular intervals across the base of the façade and are covered with metal security grates. The façade terminates in a brick parapet that conceals a gutter.

### ***Property History***

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and outbuildings, according to the Sanborn Map from that year. The 1915 Sanborn shows that all of these buildings were demolished sometime before 1915 and replaced with one duplex building on an otherwise vacant property. The 1915-1951 and 1915-1952 Sanborns show a "Goodyear Tire & Rubber Co" warehouse on the site. On the earlier map, railroad siding from the freight line along

Quill Alley provided access to the building's west façade, and the later map shows that the railroad siding was moved to the building's north façade. According to building permits, the building was owned by T. Swanston in 1950, Florence Swanston in 1961, the Farber Bros. in 1973-1974, and S. Farber in 1976. Goodyear Tire & Rubber Company is listed in the City Directories from 1927-1966. The property is listed as vacant in 1967 and 1968 and no listing appears in the 1969, 1970, and 1975 directories. "Farber Brothers Distributing Co whol gro" is listed in 1982.

## **Evaluation**

### **Criterion 1/A**

The subject property is a warehouse along the originally industrial R Street corridor that was originally occupied by the Goodyear Tire & Rubber Co. By the time the building was constructed in 1920, Goodyear had become the largest tire company in the world, with operations throughout North and South America, Africa, and Australia. However, the subject property was not part of the company's revolutionary product development or manufacturing, and for this reason it does not appear to have been associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

### **Criterion 2/B**

Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

### **Criterion 3/C**

The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

### **Criterion 4/D**

The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

## **City of Sacramento**

For the same reasons discussed above ESA is recommending the property ineligible for local listing as an individual resource.

## CHAPTER 5

---

# Results Summary, Conclusions, and Recommendations

## Results Summary

### Architectural Resources

There are 259 parcels on the 89 Opportunity Sites within the DSP. There are two listed City Landmarks on two of the DSP Opportunity Sites; the Thomas Jefferson Elementary School (1619 N Street, Opportunity Site #42), the Marshall Elementary School (2718 G Street, Opportunity Site #50) and 1026 R Street (Opportunity Site #97). Opportunity Sites are also located within four City of Sacramento historic districts; the 1200-1300 Q Street, R Street, Memorial Auditorium, and Alkali Flat West historic districts. The City then identified six buildings (1800 24<sup>th</sup> Street, 1800 23<sup>rd</sup> Street, 1730 14<sup>th</sup> Street, 915 R Street, 1724 10<sup>th</sup> Street, and 1720 8<sup>th</sup> Street) on four Opportunity Sites (#14, 24, 28, and 31) for full evaluation for the National Register, California Register, and local listing. ESA is recommending that the six buildings identified above on Opportunity Sites 14, 24, 28, and 31 are ineligible for listing in the National Register, California Register, and local listing.

### Archaeological Resources

Twenty-six archaeological resources have been previously recorded in the Project Area, two of which are recorded within the limits of Opportunity Sites: P-34-000722 and P-34-002358. In addition to previously recorded archaeological resources in Opportunity Sites, 29 Opportunity Sites are within 200 feet of previously recorded archaeological resources.

Based on the locations of previously recorded archaeological resources in the Project Area, lack of previous systematic subsurface archaeological survey of the Project Area, presence of recorded ethnographic villages in or in close proximity to the Project Area, and substantial historic-period use of the Project Area, the archaeological sensitivity of the Project Area is low for surficial prehistoric deposits, high for buried prehistoric deposits, and moderate for historic-period deposits.

## Recommendations

### Architectural Resources

There are a large number of historic-age buildings in the DSP that have not been evaluated as historical resources. Projects within the DSP have the potential to significantly impact both previously identified and not yet identified architectural resources. However, the City already has established policies and procedures to identify and protect these types of resources as specific projects apply for various permits and application processes.

### Archaeological Resources

Due to the Project Area's sensitivity for buried prehistoric and historic-period archaeological material, documented ethnographic villages in the vicinity of the Project Area, potential for tribal cultural resources in the Project Area, and lack of previous systematic archaeological subsurface survey of the Project Area, the Project has the potential to impact historical resources and tribal cultural resources. ESA recommends the following measures be completed to ensure that the Project does not result in a significant impact to archaeological resources, both those that qualify as historical resources and unique archaeological resources, and tribal cultural resources, for CEQA purposes:

- Consult with relevant Native American representatives to address the identification of tribal cultural resources and potential Project impacts on other historical resources.
- Conduct an archaeological pedestrian and subsurface survey, if feasible, of areas of proposed ground disturbance prior to approval of the work/action.
- If archaeological resources are identified during the pedestrian and subsurface survey of an area of proposed ground disturbance, conduct archaeological testing to of the identified archaeological resources to determine if they qualify as an historical resource or unique archaeological resource, pursuant to CEQA purposes.
- If, through archaeological survey and testing, an historical resource or unique archaeological resource is identified in an area that may be impacted by the Project, modify the Project to avoid impacts to the resource or prepare and implement a detailed treatment plan to guide data recovery of the resource through recovering the scientifically consequential information from the resource, as mitigation. Treatment for most resources would consist of (but not necessarily be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.
- Conduct archaeological monitoring for all Project ground-disturbing activities within 200 ft of recorded archaeological resources. If the resource has association with Native Americans, a Native American monitor will also participate in the monitoring.

- Should archaeological resources or human remains be inadvertently discovered during any Project ground-disturbing work, the following procedures should be implemented:

If prehistoric or historic-period archaeological resources are encountered by the archaeological monitor, Native American monitor, or construction personnel during Project implementation, all construction activities within 100 ft shall halt until a qualified archaeologist, defined as one meeting the Secretary of the Interior's Professional Qualification Standards for Archeology, can assess the significance of the find. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, hand stones, or milling slabs); battered stone tools, such as hammer stones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

If the City, through consultation with the qualified archaeologist and relevant Native American representatives (to identified by the NAHC if the resource is Native American in origin), determines that the archaeological resource encountered may qualify as an historical resource and/or unique archaeological resource, under CEQA, construction shall cease in an area determined by the archaeologist until a mitigation plan has been prepared and implemented to the satisfaction of the archaeologist (and Native American representatives, if applicable).

The mitigation plan shall recommend preservation in place, as a preference, or, if preservation in place is not feasible, data recovery through excavation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding the resource site into a permanent conservation easement. If preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from the resource prior to any archaeological excavation of the resource. Treatment for most resources would consist of (but not necessarily be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

If potential human remains are encountered, all work will halt within 100 ft of the find and the City will be contacted by onsite construction crews. The City will contact the Sacramento County coroner in accordance with California Public Resources Code (PRC) § 5097.98 and California Health and Safety Code § 7050.5. If the coroner determines the remains are Native American, the coroner will contact the NAHC. As provided in PRC § 5097.98, the NAHC will identify

the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC § 5097.98.

# CHAPTER 6

## References

---

- Alkali Flat/Mansion Flats Strategic Neighborhood Action Plan (SNAP), August 23, 2005.
- Antevs, Ernst V., *Climatic Changes and Pre-White Man*, University of Utah Bulletin 38:168–191, University of Utah, Salt Lake City, UT, 1948.
- Antevs, Ernst V., *The Postpluvial or Neothermal*, University of California Archaeological Survey Reports 22:9–23, 1953.
- Antevs, Ernst V., “Geologic-Climatic Dating in the West”, *American Antiquity* 20:317–335, 1955.
- Bartow, J. Alan, *The Cenozoic Evolution of the San Joaquin Valley, California*, U.S. Geological Survey Professional Paper 1501, United States Government Printing Office, Washington, DC, 1991.
- Bean, Walton, *California, an Interpretive History*, McGraw Hill, New York, NY, 1978.
- Birkeland P. W., R. M. Burke, and J. C. Yount, “Preliminary Comments on Late Cenozoic Glaciations in the Sierra Nevada”, In *Quaternary Stratigraphy of North America*, edited by W. C. Mahaney, pp. 282-295, Dowden, Hutchinson, & Ross, New York, NY, 1976.
- Birman, Joseph H., *Glacial Geology across the Crest of the Sierra Nevada, California*, Geological Society of America Special Paper 75, 1964.
- Boghosian, Paula and Don Cox, Sacramento’s Boulevard Park. Images of America: Arcadia Publishing, San Francisco CA, 2006.
- Brienes, M.G., J. West, and P.D. Schulz, *Overview of Cultural Resources in the Central Business District, Sacramento, California*, prepared for the Sacramento Museum and History Department, 1981.
- Burg, William, Sacramento’s Southside Park. Images of America: Arcadia Publishing, San Francisco CA. 2007.
- Burg, William, *Boulevard Park Historic District, Sacramento County, CA*, National Register nomination document NR# 11000705, National Park Service, 2011.
- Burg, William. Mansion Flats Home Tour, September 13, 2013, <https://sacramentopress.com/2013/09/13/mansion-flats-home-tour/>.
- Burg, William, Midtown Sacramento, Creative Soul of the City. This History Press: Charleston, SC, 2014.



- California Division of Mines and Geology, *Geologic Map of California: Sacramento Sheet*, prepared by the State of California Department of Conservation, 1971.
- Carle, David, *Introduction to Water in California*, California Natural History Guides, P.M. Farber and B.M. Pavlik, general editors, University of California, Berkeley, CA, 2004.
- Casilear, George W., and Henry Bainbridge, *View of Sacramento City as it Appeared During the Great Inundation in January 1850*, Lithograph by Sarony, New York, NY, 1850.
- Castillo, Edward D., “The Impact of Euro-American Exploration and Settlement”, In *California*, edited by Robert F. Heizer, pp. 99-127, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC, 1978.
- City of Sacramento, *City of Sacramento 2030 General Plan Master Environmental Impact Report*, certified March 3, 2009.
- Curry, Robert R., *Holocene Climate and Glacial History of the Central Sierra Nevada, California*, Geological Society of America Special Paper 123:1-47, 1969.
- Curry, Robert R., *Glacial and Pleistocene History of the Mammoth Lakes Sierra, California—A Geologic Guidebook*, University of Montana Geological Series Publications 11, Missoula, MT, 1970.
- Faye, Paul-Louis, *Notes on the Southern Maidu*, University of California Publications in American Archaeology and Ethnology 20:35-53, 1923.
- Hackel, Otto, “Summary of the Geology of the Great Valley”, In *Geology of Northern California*, edited by Edgar H. Bailey, pp. 217-238, California Division of Mines and Geology Bulletin 190, San Francisco, CA, 1966.
- Heady, H. F., “Valley Grassland”, In *Terrestrial Vegetation of California*, edited by M. G. Barbour and J. Majour, pp. 491-514, John Wiley & Sons, New York, NY, 1977.
- Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, *Historic Spots in California*, Stanford University Press, Stanford, CA, 1966.
- Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe, *Historic Spots in California*, 4<sup>th</sup> edition, revised by Douglas E. Kyle, Stanford University Press, Stanford, CA, 2002.
- Isidro, Jocelyn Munroe, *Sacramento’s Land Park*. Images of America: Arcadia Publishing, San Francisco CA, 2005.
- Jackson, W. Turrentine, Rand F. Herbert, Stephen R. Wee, *The Old Courthouse Block: H-I-6-7 Streets, Sacramento, 1848-1983*, November 1983.
- Kroeber, Alfred L., *Handbook of the Indians of California*, Bureau of American Ethnology Bulletin 78, Smithsonian Institution, Washington, D.C., 1976 reprinted ed., Dover Publications, Inc., New York, NY, 1925 [1976].

- Levy, Richard, "Eastern Miwok", In *California*, edited by Robert F. Heizer, pp. 398-413, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC, 1978.
- Littlejohn, Hugh W., *Nisenan Geography*, Document 18, University of California Department of Anthropology, Berkeley, CA, 1928.
- Meyer, Jack, and Jeffery Rosenthal, *A Geoarchaeological Overview and Assessment of Caltrans District 3*, prepared for Caltrans District 3, Sacramento, 2008.
- Moratto, Michael J., *California Archaeology*, 2004 reprinted ed. Coyote Press, Salinas, CA, 1984 [2004].
- Moratto, Michael J., Thomas F. King, and Wallace B. Woolfenden, "Archaeology and California's Climate", *The Journal of California Anthropology* 5:147-161, 1978.
- Murphy, Dan, Sacramento's Curtis Park. Images of America: Arcadia Publishing, San Francisco CA, 2005.
- Norris, Robert M., and Robert Wallace Webb, *Geology of California*, 2nd ed., John Wiley & Sons, New York, NY, 1990.
- Reps, John W., *Cities of the American West: A History of Frontier Urban Planning*. Princeton University Press, Princeton, NJ, 1975.
- Rosenthal, Jeffrey S., Gregory G. White, and Mark Q. Sutton, "The Central Valley: A View from the Catbird's Seat", In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp. 147-163, AltaMira Press, Lanham, MD, 2007.
- Sacramento Register of Historic & Cultural Resources, 2011.
- SAMCC and the Historic Old Sacramento Foundation, Sacramento's Midtown. Images of America: Arcadia Publishing, San Francisco CA, 2006a.
- SAMCC and the Historic Old Sacramento Foundation, Old Sacramento and Downtown. Images of America: Arcadia Publishing, San Francisco CA, 2006b.
- Šercelj, Alojz, and David P. Adam, "A Late Holocene Pollen Diagram from Near Lake Tahoe, El Dorado County, California", *U.S. Geological Survey Journal of Research* 3:737-745, 1975.
- Shipley, William F., "Native Languages of California", In *California*, edited by Robert F. Heizer, pp. 80-90, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC, 1978.
- U.S. Department of Agriculture (USDA), "Natural Resources Conservation Service Web Soil Survey", Version 3.1, <http://websoilsurvey.sc.egov.usda.gov/app/WebSoilSurvey.aspx>, accessed June 26, 2016.

U.S. Department of the Interior, “How to Apply the National Register Criteria for Evaluation bulletin”, <https://www.nps.gov/nr/publications/bulletins/nrb15/>, 2002.

Warner, W.H., *Map of Sacramento, Plan of Sacramento City, 1848*, Historic Urban Plans, Ithaca, NY, reproduced 1969.

Wilson, Norman L., and Arlean H. Towne, “Nisenan”, In *California*, edited by Robert F. Heizer, pp. 387-397, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC, 1978.

# Appendix A

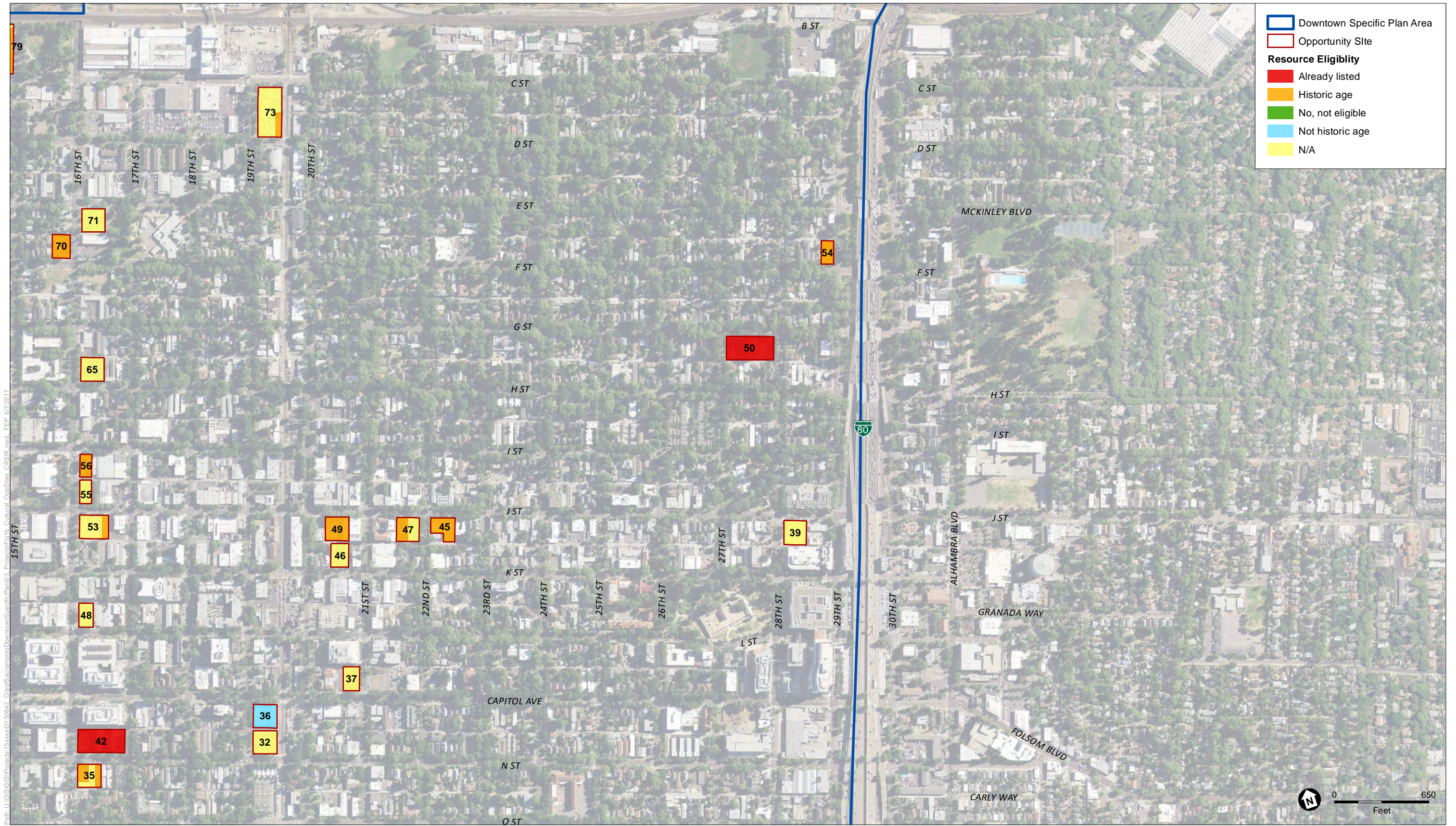
## Maps



SOURCE: USDA, 2014; City of Sacramento, 2017; ESA, 2017

Sacramento Downtown Specific Plan

**Figure 1a**  
Tier 1 Opportunity Sites and Eligibility of Individual Resources

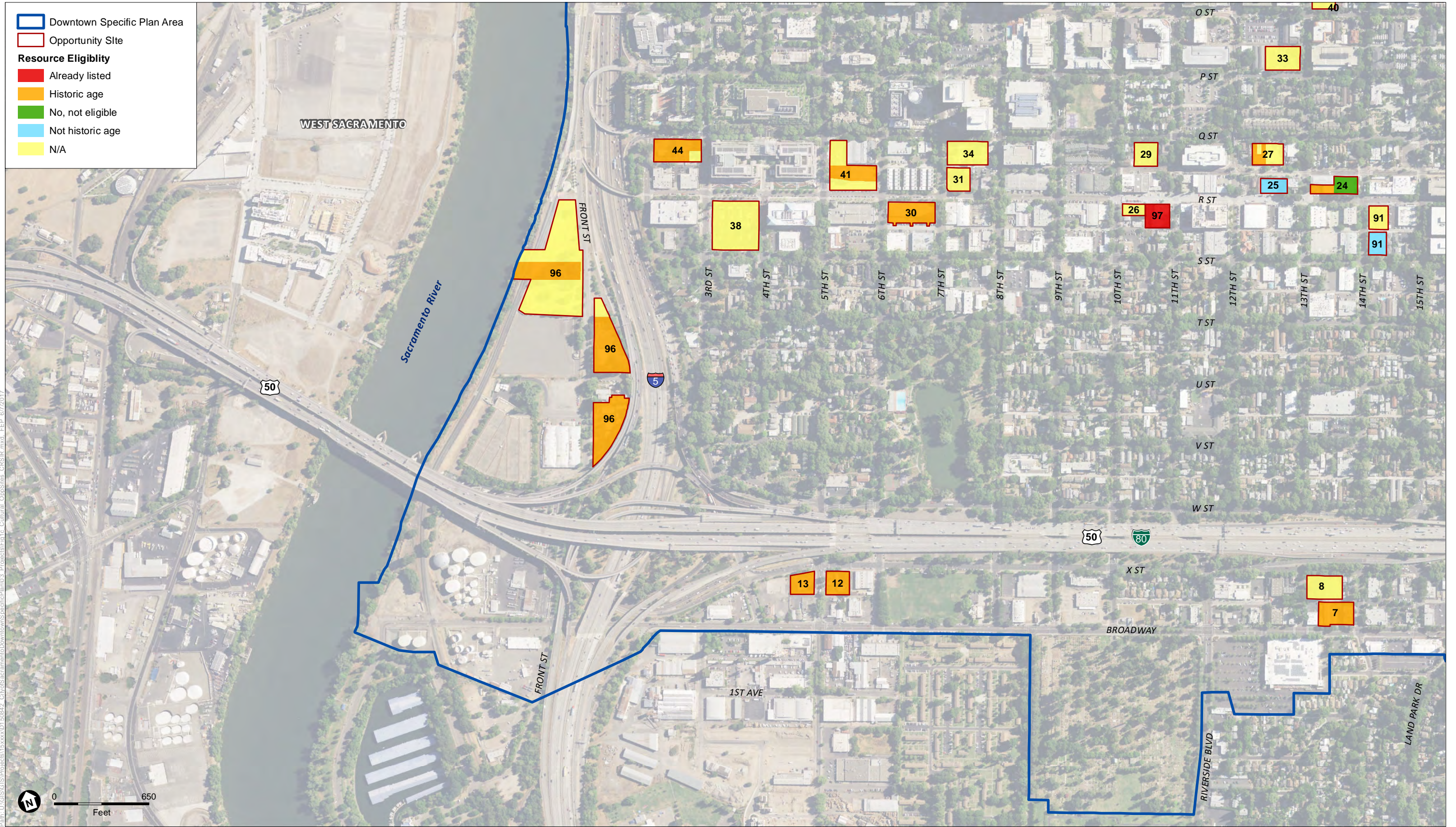


SOURCE: USDA, 2014; City of Sacramento, 2017; ESA, 2017

Sacramento Downtown Specific Plan

**Figure 1b**  
Tier 1 Opportunity Sites and Eligibility of Individual Resources

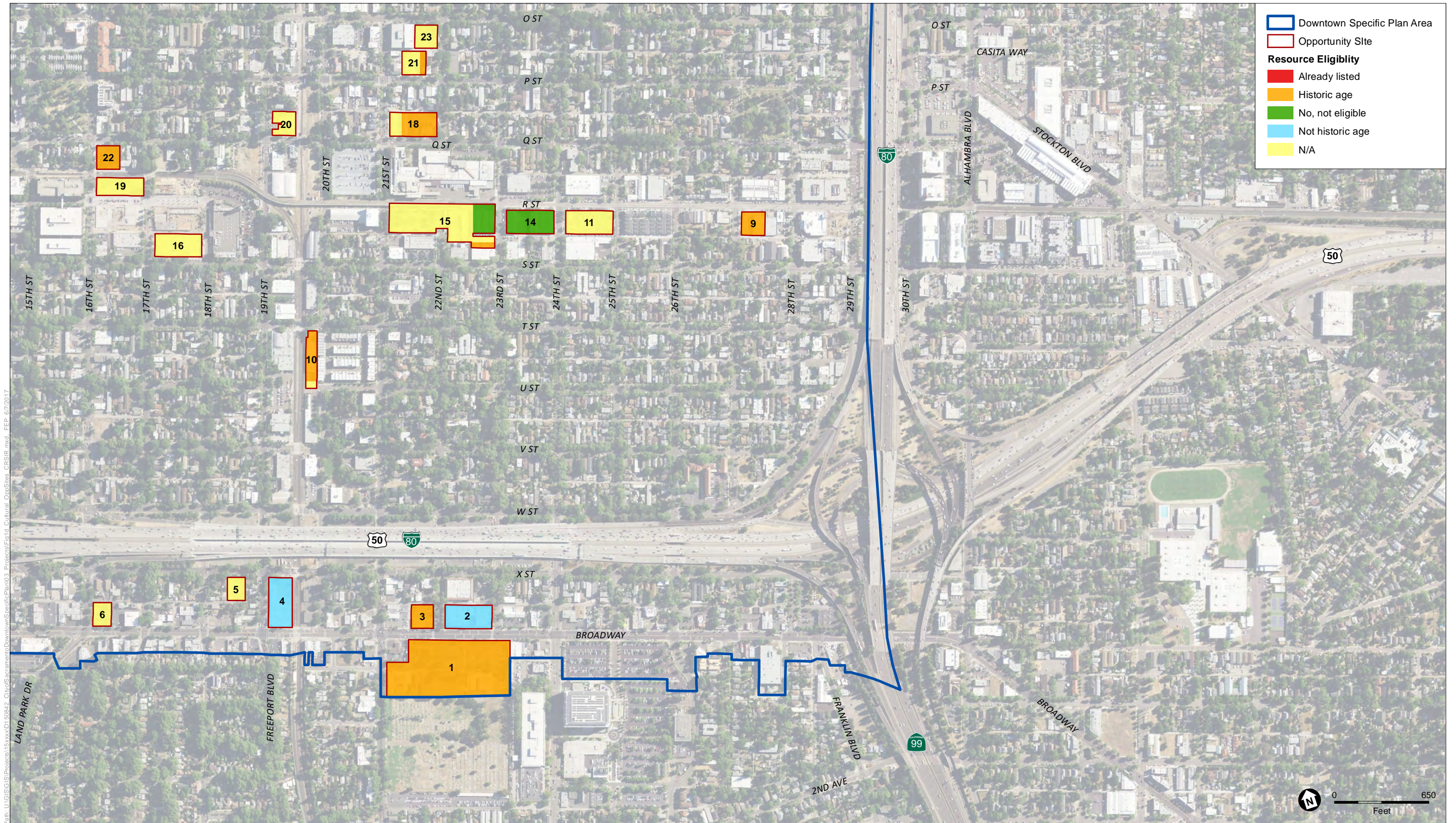




SOURCE: USDA, 2014; City of Sacramento, 2017; ESA, 2017

Sacramento Downtown Specific Plan

**Figure 1c**  
Tier 1 Opportunity Sites and Eligibility of Individual Resources



SOURCE: USDA, 2014; City of Sacramento, 2017; ESA, 2017

Sacramento Downtown Specific Plan

**Figure 1d**  
Tier 1 Opportunity Sites and Eligibility of Individual Resources





# Appendix B

## Author Resumes



# Robin Hoffman, MA, RPA

## Senior Archaeologist

### EDUCATION

M.A., Latin American and Iberian Studies, University of California, Santa Barbara

B.A., Anthropology (Archaeology Emphasis), Central Washington University

### 13 YEARS EXPERIENCE

### CERTIFICATIONS/REGISTRATION

Register of Professional Archaeologists

40-Hour Hazardous Waste Operations and Emergency Response

Wilderness First Aid and CPR, Wilderness Leadership Institute

### PROFESSIONAL AFFILIATIONS

Society for California Archaeology

### AWARDS

Best M.A. Thesis (2009), University of California Santa Barbara, Latin American and Iberian Studies Program

Robin is a Registered Professional Archaeologist and meets the Secretary of Interior's Standards for Archeology and History, and Society for California Archaeology Professional Qualifications for Principal Investigator. He has over a decade of experience in environmental consulting as project manager, archaeologist, cultural anthropologist, historian, and GIS specialist. His wide range of work has ranged from desktop analyses and feasibility studies to data recovery and Programmatic Agreements, with project deliverables including plans and reports for survey and inventory, testing and evaluation, data recovery, and monitoring; EIS, EA, EIR, and IS sections; Programmatic Agreements; and feasibility studies, among others.

Robin's work has included coordination with a large number of federal, state, and local agencies throughout California, Oregon, Washington, Montana, Idaho, Nevada, Utah, Arkansas, Florida, Louisiana, Texas, Mississippi, and Alabama. Robin also has considerable experience with Native American consultation with tribes throughout California, Washington, Montana, Wyoming, North Dakota, and South Dakota. His projects have included compliance for: NEPA, CEQA, NHPA Sections 106 and 110, U.S. DOTA Section 4(f), Clean Water Act Sections 404 and 408, FERC relicensing, and CERCLA, among others.

### Relevant Experience

**California Department of Water Resources, Rodent Abatement and Damage Repair Activities Project, Northern California.** *Principal Investigator.* Robin acted as Principal Investigator for an archaeological sensitivity analysis for this operations and maintenance project for over 300 miles of levees and channels throughout Northern California. Tasks included background research, sensitivity mapping, reporting. Deliverable consisted of an Archaeological Sensitivity Analysis and GIS database. Work was conducted to support future Section 106 and CEQA compliance, with USACE and California Department of Water Resources as lead reviewing agencies.

**Reclamation District 348/Wagner and Bonsignore Consulting Civil Engineers, Grizzly Slough Floodplain Habitat Project, Sacramento County, CA.** *Principal Investigator, Field Director, Report Author.* Robin is acting as Principal Investigator for the cultural resources analysis for this floodplain restoration project in the Sacramento Delta. Tasks include background research, pedestrian survey, mapping, and associated reporting. Deliverables will be a Cultural Resources Inventory and Evaluation Report. Work is being conducted as part of Section 106 and CEQA compliance, with USACE and California Department of Water Resources as lead reviewing agencies.

**East Bay Regional Parks District, McCosker Stream Restoration Project, Contra Costa County, CA.** *Principal Investigator, Archaeology Field Director, Report Author.* Robin is acting as Principal Investigator for the cultural resources analysis for this stream restoration project. Tasks include background research, pedestrian survey, mapping, and associated reporting. Deliverables include a Cultural Resources Inventory and Evaluation Report. Work is being conducted as part of NEPA/Section 106 compliance, with USACE as lead reviewing agency.

**West Stanislaus Irrigation District, Fish Screen Replacement Project, Westley, CA.** *Principal Investigator, Archaeology Field Director, Report Author.* Robin is acting as Principal Investigator for this project adjacent to the San Joaquin River. Tasks include background research, pedestrian survey, geoarchaeological analysis, and associated reporting. Deliverables include a Cultural Resources Inventory and Evaluation Report. Work is being conducted as part of NEPA/Section 106 and CEQA compliance, with the U.S. Bureau of Reclamation and West Stanislaus Irrigation District as lead reviewing agencies.

**Kleinfelder, Inc., Chabot Dam Seismic Upgrade Project, Alameda County, CA.** *Principal Investigator, Report Author.* Robin acted as Principal Investigator for archaeological monitoring and reporting for this dam seismic upgrade project. Tasks included pedestrian survey and evaluation of an historic-period archaeological site, and a letter report on findings. Work was conducted as part of CEQA compliance (mitigation), with East Bay Municipal Utility District as lead reviewing agency.

**County of Napa Public Works Department, Napa River Restoration Project-Oakville to Oak Knoll Reach, Napa County, CA.** *Principal Investigator, Archaeology Field Director, Report Author.* Robin is acting as Principal Investigator for this river restoration project of the Napa River. Tasks include archaeological subsurface survey, archaeological testing, reporting, and supporting Native American consultation. Deliverables include a Cultural Resources Inventory and Evaluation Report. Work is being conducted as part of NEPA/Section 106 compliance, with the USACE as lead reviewing agency.

**Carollo Engineers, Inc., City of Sacramento Accelerated Water Meter Program, Sacramento, CA.** *Principal Investigator, Report Author.* Robin is acting as Principal Investigator for this water meter and water main installation and replacement project throughout Sacramento. Work includes background research, desktop archaeological analysis, and supporting Native American consultation. Deliverables include a Cultural Resources Inventory Report (CRIR) and associated SHPO consultation letter. Work is being conducted as part of NEPA/106 and CEQA compliance, with the CA State Water Resources Control Board and the City of Sacramento as lead reviewing agencies.

**San Bernardino Valley Municipal Water District, Phase I Project, San Bernardino County, CA.** *Archaeologist, Report Author.* Robin authored the CRSIR for a municipal water main replacement and improvements project. Deliverable consisted of a CRSIR and associated SHPO consultation letter. Work was conducted as part of NEPA/106 and CEQA compliance, with the CA State Water Resources Control Board and the San Bernardino Valley Municipal Water District as lead reviewing agencies.



# Amber L. Grady

## Managing Associate

### EDUCATION

M.A., Historic Preservation, Savannah College of Art & Design, Savannah, GA

B.A., Interior Design with a minor in Art History, California State University, Chico

### 16 YEARS EXPERIENCE

### CERTIFICATIONS/REGISTRATION

[insert text]

### PROFESSIONAL AFFILIATIONS

California Preservation Foundation

Society of Architectural Historians

### AWARDS

[insert text]

Amber Grady is an expert in NEPA, CEQA, and Section 106 of the NHPA compliance with over 16 years of experience in cultural resources management. Amber has extensive experience in California architectural history with an emphasis on northern California. Her cultural resources management experience includes archival research, historic building and structure surveys and evaluations, and cultural resources documentation for NEPA and CEQA projects ranging from single building evaluations to district-wide surveys. Previously, Amber served as the Cultural Resources Manager for the State of California for the California Army National Guard (CA ARNG). At the CA ARNG Amber managed the cultural resources program, which included the management of over 100 archaeological sites as well as the State's historic armories and supervising three full time archaeologists. Prior to joining the CA ARNG Amber worked for the California Energy Commission as an Architectural Historian where she worked on a variety of energy project including one of the largest solar projects in California as the Cultural Resources lead. Prior to that Amber worked as an Architectural Historian and Project Manager for another employer on a variety of projects throughout California and Nevada completing project for City's, school districts, and private sector clients. Amber began her career in the public sector working as a planner for both the County of Santa Clara and the City and County of San Francisco. Amber's expertise includes all phases of environmental compliance from documentation to compliance during construction.

## Relevant Experience

**260 E San Antonio Road Local Landmark Evaluation, Long Beach, CA.** ESA evaluated the property for City of Long Beach Local Landmark status. Amber was the Lead Architectural Historian on the project, who was responsible for the research, survey, evaluation, and report completion.

**VIP Records Sign, Long Beach, CA.** *Senior Architectural Historian.* ESA evaluated the property for City of Long Beach Local Landmark status. Amber was the Lead Architectural Historian on the project, who was responsible for the research, survey, evaluation, and report completion.

**Fly DC Jets Sign, Long Beach, CA.** *Senior Architectural Historian.* ESA evaluated the property for City of Long Beach Local Landmark status. Amber was the Lead Architectural Historian on the project, who was responsible for the research, survey, evaluation, and report completion.

**Los Angeles Unified School District (LAUSD) President Elementary School Historic Resources Evaluation, Harbor City, CA.** *Senior Architectural Historian.* This is one of many historic resources evaluations that ESA has done for LAUSD. Amber assisted in the completion of the Historic Resources Evaluation report, which will be used in support of the Environmental Compliance documents.

**LAUSD 6th Avenue Elementary School, Los Angeles, CA.** *Senior Architectural Historian.* This is one of many historic resources evaluations that ESA has done for LAUSD. Amber assisted in the completion of the Historic Resources Evaluation report, which will be used in support of the Environmental Compliance documents.

**LAUSD Thomas Jefferson High School Comprehensive Modernization Project, Los Angeles, CA.** *Senior Architectural Historian.* ESA is in the process of preparing an IS/MND for this project. Thomas Jefferson High School is eligible for the National Register of Historic Places. In addition to writing the Cultural Resources portion of the IS/MND Amber is consulting with LAUSD and their architectural/construction team to design their project to avoid impacts to the character-defining features of the campus.

**City of Sacramento, Swanston Station Transit Village Specific Plan EIR, Sacramento, CA.** The Swanston Station Transit Village Plan (SSTVP) was prepared to implement transit-oriented development around the Swanston Light Rail Station in Sacramento's North Sacramento Community Plan Area by providing goals, policies and objectives, and implementation measures that will guide land use and development decisions around the station for 20 years. A series of concepts to construct an intermodal transit center linking the light rail service with bus service at the Swanston Station for the Sacramento Regional Transit District was developed. Amber was responsible for preparing the cultural resources and visual quality sections of the EIR.

**California High-Speed Rail Project, Environmental Compliance for San Francisco to San Jose Segment, CA.** *Senior Architectural historian, Topic Leader for Cultural Resources, Task Leader for Historic Architecture.* Amber was the Senior Architectural Historian on the project as well as the Topic Leader for Cultural Resources. Topic leader duties included coordinating the recording/evaluating efforts for Archaeological, Historic Architectural, and Paleontological resources. As the Senior Architectural Historian Amber and her team surveyed over 6,000 buildings/structures resulting in the evaluation of over 300 for National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) eligibility.

**Rio Mesa Solar Project.** *Cultural Resources Lead/Built Environment Specialist.* The Rio Mesa Solar Electric Generating Facility consisted of two 250-megawatt solar concentration thermal power plants situated on the Palo Verde Mesa in Riverside County, California. A common facilities area included a combined administration, control, and maintenance facilities, a water treatment facility, and switchyard. The project total area, including the shared facilities and gen-tie line, was approximately 3,960 acres. Amber was responsible for coordinating the work of 3-4 staff and completing the built environment analysis of the Cultural Resources Section of the Staff Assessment.



# Johanna Kahn

---

## Associate

### EDUCATION

Master of Architectural History + Certificate in Historic Preservation, University of Virginia

Bachelor of Architecture, California Polytechnic State University, San Luis Obispo

International Program in Florence, Italy, Art & Architectural History, California State University

### 8 YEARS EXPERIENCE

### PROFESSIONAL AFFILIATIONS

California Preservation Foundation

San Francisco Heritage

Johanna is an architectural historian supporting ESA's Cultural Resources Group. Her role entails conducting field surveys and archival research at local repositories in order to document and evaluate historic resources for eligibility for the National and California Registers. Additionally, Johanna writes technical reports that meet federal, state, and local requirements and has completed evaluations for historic buildings, structures, and districts across the San Francisco Bay Area and Central California. She is also experienced in museum operations, grant writing, and fundraising for non-profits.

### Relevant Experience

**Section 106 Studies for the Mayor's Office of Housing and Community Development, San Francisco, CA.** *Architectural Historian.* Johanna has surveyed, researched, and evaluated buildings identified as sites for proposed high-density residential development.

**1100 Broadway, Oakland, CA.** *Architectural Historian.* Johanna analyzed a proposed high-rise development project in the Downtown Oakland Historic District according to the Secretary of the Interior's Standards for Rehabilitation.

**Masonic Homes, Union City, CA.** *Architectural Historian.* Johanna surveyed the Masonic Home at Union City campus to confirm the continued existence of contributing features. She prepared an Updated Historic Resources Evaluation Memo that in turn informed the Initial Study.

**Surveys and evaluations of buildings and structures in San Francisco, Alameda, Sacramento, San Mateo, Santa Cruz, and San Diego counties.**

### Prior to ESA

**2035 Sacramento General Plan Update, Sacramento, CA.** *Architectural Historian.* Prior to ESA, Johanna prepared city-wide context statements about the history of railroads and agricultural industries in Sacramento and how they shaped the fabric of the city. The project entailed archival research and survey.

**Veterans Affairs Health Care System, Menlo Park Division, Menlo Park, CA.** *Architectural Historian.* Prior to ESA, Johanna prepared a Built Environment Survey Report for this VA campus as part of the Section 106 process. The project entailed archival research, client coordination, and survey of 65 buildings and one potential historic district.

**St. Joseph's Church, San Francisco, CA.** *Architectural Historian.* Prior to ESA, Johanna prepared the Part 2 application for a 20% federal historic rehabilitation tax credit to convert this historic church to office use. St. Joseph's Church is a city landmark and is listed in the National and California registers. The project entailed extensive coordination with the client and project architect as well as survey.

**San Francisco Recreation and Park Department, San Francisco, CA.** *Architectural Historian.* Prior to ESA, Johanna completed a number of projects for this client over the course of several years. These included historic resource

evaluations for public convenience stations (restroom facilities) in Washington Square and Alamo Square Park as well as design consultation for rehabilitating two public convenience stations on the Great Highway. These projects entailed archival research, client coordination, and survey.

**Page & Turnbull, San Francisco, CA.** *Architectural Historian.* Johanna has completed numerous historic resource evaluations, historic structure reports, and historic context statements. She has prepared Historic American Building Survey (HABS) documentation, Federal Tax Credits for Rehabilitating Historic Buildings applications, certificate of appropriateness applications, peer reviews, and design guidelines and consultation.

**Triton Museum of Art, Santa Clara, CA.** *Development Associate.* Johanna's responsibilities included grant writing, reporting, and research to fund programs of this contemporary art museum. Additionally, she directed the restructuring and implementation of membership benefits, coordinated numerous donor appreciation/cultivation efforts and fundraising campaigns, and managed the museum's large member/donor database.

**Arts Benicia, Benicia, CA.** *Development Associate.* Johanna managed all development activities in order to support ongoing programs and operations of this community arts center. She managed year-round sponsorship campaigns and appeals while collaborating with committees to develop long-term plans for membership and fund development. Johanna supported the planning and organizing of events and receptions, as well as volunteer and donor recognition.

**Peggy Guggenheim Collection, Venice, Italy.** *Museum Intern.* As part of a select group to act as the face of this prestigious modern art museum, Johanna led public tours of the galleries and gave talks about the museum's history and the important role it played in the international art scene of the twentieth century. She gained experience in many aspects of museum operations including security, ticketing, and merchandise sales.

**Dahlin Group Architecture Planning, Pleasanton, CA.** *Intern Architect.* As an intern architect, Johanna produced construction documents and details using computer drafting, facilitated client and consultant coordination, and performed materials research. Her experience includes construction administration, filing building permits, and city submittals. She was a team member of several award-winning housing developments in the San Francisco Bay Area.



# Katherine Anderson

## Managing Associate I

### EDUCATION

Masters of Arts in Public History, California State University, Sacramento

B.A., History, Minor in Women's Studies and Anthropology/Geography, California Polytechnic State University, San Luis Obispo

### 10 YEARS EXPERIENCE

### CERTIFICATIONS/ REGISTRATION

Section 106 training, Advisory Council for Historic Preservation

GIS for Resource Managers, UC Davis

### PROFESSIONAL AFFILIATIONS

California Council for the Promotion of History

California Preservation Foundation

Kathy is a cultural resources analyst involved with a variety of ESA projects involving historic period structures, buildings, and districts. Her role entails establishing a base historical context for the respective projects, conducting archival review at regional and state repositories, documenting and evaluating historic resources for eligibility for the National and California Registers, and drafting technical reports meeting Federal, State, and Local requirements. Kathy has completed evaluations for pre and post-World War II residential and commercial buildings, water conveyance systems, mining and industrial buildings and structures, airports, as well as historic period roads, trails, and railway features. Kathy has experience working in projects located throughout the Central Valley, as well as Sierra Nevada, Southern California, and western Nevada.

### Relevant Experience

**Sacramento Entertainment and Sports Center & Related Development Environmental Impact Report, Sacramento, Sacramento County, CA.** *Cultural Resource Analyst.* ESA assisted the developer and City of Sacramento in meeting its CEQA impact mitigation requirements. Representatives of the National Basketball Association (NBA) Sacramento Kings' retained ESA to prepare the Environmental Impact Report for the Sacramento Entertainment and Sports Center & Related Development. The project includes not just the new 675,000 square feet, 17,500-seat arena, but also approximately 1.5 million square feet of retail, office, hotel and residential uses. Kathy completed the Environmental Impact Report analysis for architectural history, assisted in the completion of the cultural resources section of the Environmental Impact Report, and conducted archival research supporting the Archaeological Treatment Plan completed in compliance with mitigation requirements.

**SFPUC WSIP San Francisco Recycled Water Project.** *Historic Architecture Analyst.* Kathy assisted in updating analysis of historic architecture for the San Francisco Water Supply Improvement Program Recycled Water Project. The proposed project will include recycled water treatment, storage, and distribution facilities for users located on the west side of San Francisco. Water will be treated to a tertiary level at the Oceanside Recycled Water Treatment Facility, and a network of pipelines will distribute the recycled water to a series of reservoirs and pump stations, including the Golden Gate Park Reservoir & Pump Station, the Booster Pump Station at Golden Gate Park, and the Lincoln Park Reservoir & Pump Station located near Lincoln Park Golf Course.

**City of Fresno Recycled Water Distribution System Project, Fresno, CA,** *Cultural Resources Analyst.* ESA is assisting the City in the preparation of CEQA Plus environmental clearance document for installation of approximately 23 miles of recycled water pipeline and a new pump station to distribute recycled water to the Southwest Quadrant of the City of Fresno. Kathy's responsibilities included archival review of the project area, field survey, identification of historic



structures within the project area (which included historic residences, irrigation ditches and canals, and railroads), and recommendations for mitigation to minimize impacts to cultural resources.

**Sacramento Railyards Specific Plan Update, Sacramento, CA.** *Cultural Resource Analyst.* ESA is preparing a subsequent Environmental Impact Report for the Sacramento Railyards Specific Plan, which was last approved in 2007. The project calls for the development of more than 12,000 residential units, 1.8 million sf of retail space, approximately 3 million sf of office space, over 1 million sf of cultural space in adaptively reused historic railroad structures, the addition of a 20,000-seat MLS Stadium, and an approximately one million square foot medical center. Kathy compiled the cultural resource analysis based on updated information from the 2007 document, and analyzed the potential impacts to architectural resources resulting from the proposed project changes.

**City of Sacramento Ornamental Streetlights, Sacramento, CA.** *Architectural Historian.* The City of Sacramento retained ESA to assess existing ornamental street lights in the Curtis Park and Land Park neighborhoods for their historic significance under state and local register criteria. Kathy's responsibilities included archival research at local repositories, interviews with knowledgeable individuals, and field review. ESA determined the streetlights to not be individually eligible for listing in the National, California, or Sacramento registers, nor were they determined eligible as a district.

**Ice Blocks Tiered IS-MND, Sacramento, CA.** *Cultural Resource Analyst.* ESA provided an MND for the Ice Blocks Development, an infill mixed use development located on three city half blocks of old warehouse buildings along the R Street corridor from 16th Street east to 18th Street in the City of Sacramento. Kathy provided cultural resource analysis of the site, based on cultural resource analysis completed by subconsultants.

**2730 Capitol Ave Evaluation, Sacramento CA.** *Architectural Historian.* ESA conducted a historic resource evaluation report of the 1926 building at 2730 Capitol Avenue, evaluating the resource under local, State, and National Register Criteria. This included archival review at local repositories, field documentation, and resource evaluation. The building was recommended ineligible for listing in the local, state, or National Registers due to a lack of significant associations as well as physical integrity.

**2200 Stockton Blvd. Historic Evaluation, Sacramento CA.** *Architectural Historian.* ESA conducted a historic resource evaluation report of the 1930s bottling factory at 2200 Stockton Boulevard Capitol Avenue, evaluating the resource under local, State, and National Register Criteria. This included archival review at local repositories, field documentation, and resource evaluation. The building was recommended eligible for listing at the local level in the National Registers for its significant associations with the commercial development of Sacramento, as well as its architectural distinction.





# Appendix C - Confidential Records Search Results\*

\*Record search results are only included with the confidential version of the report.




# Appendix D

## **Opportunity Sites Table (Table 2)**




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
1		010-0224-027-0000	6.99	2110 Broadway	c1966	yes	NL	yes			HA
2		010-0222-018-0000	1.19	2201 Broadway	1985	no	n/a (NHA)	n/a			NHA
3		010-0221-021-0000	0.56	2121 Broadway	1965	yes	NL	yes			HA
4		010-0213-008-0000	1.26	1901 Broadway	1975	no	NL	n/a			NHA





**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
5	n/a	10-0211-020-0000	0.44	1818 X Street	n/a	n/a	n/a	n/a			n/a
6	n/a	009-0264-024-0000	0.47	1601 Broadway	n/a	n/a	n/a	n/a			n/a
7		009-0253-016-0000	0.57	1331 Broadway	1966	yes	NL	yes			HA
7		009-0253-012-0000	0.15	1313 Broadway	1945	yes	NL	yes			HA
7		009-0253-013-0000	0.15	1309 Broadway	1931	yes	NL	yes			HA
8	n/a	009-0253-001-0000	0.15	2411 13th Street	n/a	n/a	n/a	n/a			n/a
8	n/a	009-0253-002-0000	0.15	2401 13th Street	n/a	n/a	n/a	n/a			n/a
8	n/a	009-0253-005-0000	0.30	1318 X Street	n/a	n/a	n/a	n/a			n/a
8	n/a	009-0253-004-0000	0.15	1314 X Street	n/a	n/a	n/a	n/a			n/a
8	n/a	009-0253-003-0000	0.15	1306 X Street	n/a	n/a	n/a	n/a			n/a



**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
9		010-0051-001-0000	0.60	1801 27th Street	1966	yes	NL	yes			HA
10		010-0093-034-0000	0.59	1924 T Street	1966	yes	NL	yes			HA
10	n/a	010-0093-014-0000	0.09	1925 U Street	n/a	n/a	n/a	n/a			n/a
11	n/a	010-0041-001-0000	1.19	24th Street	n/a	n/a	n/a	n/a			n/a
12		009-0235-001-0000	0.59	2415 5th Street	1968	yes	NL	yes			HA

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**



Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
13		009-0232-009-0000	0.54	2400 5th Street	1966	yes	NL	yes			HA
14		010-0035-001-0000	0.58	1809 23rd Street	1942	yes	NL	yes			N
14		010-0035-002-0000	0.62	1800 24th Street	1930	yes	NL	yes			N
15		010-0033-002-0000	0.69	1800 23rd Street	1938	yes	NL	N			ENYL

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**




Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
15		010-0033-005-0000	0.29	2229 S Street	1972	yes	NL	yes			HA
15	n/a	010-0033-021-0000	2.83	1801 21st Street	n/a	n/a	n/a	n/a			n/a
15	n/a (portion of building on parcel -005 on this lot)	010-0033-004-0000	0.15	2229 S Street (part of 1800 23 <sup>rd</sup> Street)	1947	yes	NL	yes			HA
16	n/a	009-0095-008-0000	0.13	1829 17th Street	n/a	n/a	n/a	n/a			n/a
16	n/a	009-0095-009-0000	0.13	1817 17th Street	n/a	n/a	n/a	n/a			n/a
16	n/a	009-0095-006-0000	0.15	1713 S Street	n/a	n/a	n/a	n/a			n/a
16	n/a	009-0095-011-0000	0.60	1818 18th Street	n/a	n/a	n/a	n/a			n/a
16	n/a	009-0095-007-0000	0.14	1709 S Street	n/a	n/a	n/a	n/a			n/a
17	n/a	007-0314-011-0000	0.07	1708 20th Street	n/a	n/a	n/a	n/a			n/a
17	n/a	007-0314-013-0000	0.28	1730 20th Street	n/a	n/a	n/a	n/a			n/a
17	n/a	007-0314-009-0000	0.07	1926 Q Street	n/a	n/a	n/a	n/a			n/a
17	n/a	007-0314-010-0000	0.06	1930 Q Street	n/a	n/a	n/a	n/a			n/a
17	n/a	007-0314-012-0000	0.08	1714 20th Street	n/a	n/a	n/a	n/a			n/a
18		007-0321-020-0000	0.30	1720 21st Street (2111 Q St)	1948	yes	NL	yes			HA






**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
18		007-0321-019-0000	0.60	2123 Q Street	1957	yes	NL	yes			HA
18	n/a	007-0321-016-0000	0.30	1619 21st Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-013-0000	0.08	1621 R Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-014-0000	0.08	1619 R Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-011-0000	0.08	1726 17th Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-012-0000	0.08	1730 17th Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-015-0000	0.30	1725 17th Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-010-0000	0.15	1720 17th Street	n/a	n/a	n/a	n/a			n/a
19	n/a	006-0294-016-0000	0.15	1721 16th Street	n/a	n/a	n/a	n/a			n/a
20	n/a	007-0313-013-0000	0.41	1625 19th Street	n/a	n/a	n/a	n/a			n/a
20	n/a	007-0313-015-0000	0.07	1625 19th Street	n/a	n/a	n/a	n/a			n/a
20	n/a	007-0313-016-0000	0.08	1617 19th Street	n/a	n/a	n/a	n/a			n/a
21	n/a	007-0252-019-0000	0.16	1529 21st Street	n/a	n/a	n/a	n/a			n/a
21	n/a	007-0252-017-0000	0.16	2119 P Street	n/a	n/a	n/a	n/a			n/a
21	n/a	007-0252-018-0000	0.14	2115 P Street	n/a	n/a	n/a	n/a			n/a
21		007-0252-016-0000	0.15	2123 P Street	1913	yes	NL	Yes – some window and siding replacements visible			HA




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
22		006-0294-017-0000	0.58	1608 Q Street	1964	yes	NL	yes			HA
23	n/a	007-0252-010-0000	0.07	1514 22nd Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-009-0000	0.07	1510 22nd Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-027-0000	0.15	2116 O Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-026-0000	0.01	2116 O Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-007-0000	0.07	2128 O Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-025-0000	0.13	2116 O Street	n/a	n/a	n/a	n/a			n/a
23	n/a	007-0252-008-0000	0.07	1500 22nd Street	n/a	n/a	n/a	n/a			n/a
24		006-0285-016-0000	0.44	1730 14th Street	1939	yes	NL	yes			N
24		006-0285-026-000		1729 13th Street	1939	yes	NL	yes			HA


**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
25		006-0283-010-0000	0.42	1225 R Street	1982	no	NL	n/a			NHA
26	n/a	009-0073-003-0000	0.28	1801 10th Street	n/a	n/a	n/a	n/a			n/a
27	n/a	006-0282-009-0000	0.10	1220 Q Street	n/a	n/a	1200-1300 Q Street Historic District	n/a			n/a
27	n/a	006-0282-008-0000	0.10		n/a	n/a	1200-1300 Q Street Historic District	n/a			n/a
27	n/a	006-0282-006-0000	0.05	1212 Q Street	n/a	n/a	1200-1300 Q Street Historic District	n/a			n/a
27	n/a	006-0282-011-0000	0.10	1224 Q Street	n/a	n/a	1200-1300 Q Street Historic District	n/a			n/a
27		006-0282-005, 007	0.16	1208-14 Q Street	1931	yes	1200-1300 Q Street Historic District	yes			HA
27	n/a	006-0282-010-0000	0.10	1222 Q Street	n/a	n/a	1200-1300 Q Street Historic District	n/a			n/a
28		006-0272-022-0000	0.26	925 R Street (915 R St)	1949	yes	NL	yes			N



**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
28		006-0272-021-0000	0.33	1724 10th Street	1920	yes	R Street Historic District	Yes – window sash/opening modifications			N
29	n/a	006-0274-007-0000	0.29	1022 Q Street	n/a	n/a	n/a	n/a			n/a
29	n/a	006-0274-005-0000	0.15	1008 Q Street	n/a	n/a	n/a	n/a			n/a
29	n/a	006-0274-006-0000	0.15	1010 Q Street	n/a	n/a	n/a	n/a			n/a
30		009-0061-031-0000	1.06	1800 7th Street	1970	yes	NL	yes			HA
31	n/a	006-0264-026-0000	0.03	1720 8th Street	n/a	n/a	n/a	n/a			n/a
31	n/a	006-0264-028-0000	0.14	1727 7th Street	n/a	n/a	n/a	n/a			n/a
31	n/a	006-0264-019-0000		1717 7th Street	n/a	n/a	n/a	n/a			n/a
31	n/a	006-0264-027-0000	0.23	1716 8th Street	n/a	n/a	n/a	n/a			n/a
31		006-0264-022-0000	0.32	1720 8th Street	1929	yes	NL	no – Recommended ineligible for the NRHP, CRHR and local listing by Page & Turnbull, Inc. in 2013; significant renovations in 2016.			N
31	n/a	006-0264-023-0000	0.30	7th Street	n/a	n/a	n/a	n/a			n/a
32	n/a	007-0144-021-0000	0.60	1906 Capitol Avenue	n/a	n/a	n/a	n/a			n/a





**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
33	n/a	006-0222-012-0000	0.06	1520 13th Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-014-0000	0.14	1237 P Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-018-0000	0.14	1217 P Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-015-0000	0.16	1229 P Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-016-0000	0.15	1227 P Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-013-0000	0.07	1522 13th Street	n/a	n/a	n/a	n/a			n/a
33	n/a	006-0222-017-0000	0.15	1221 P Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-002-0000	0.08	1711 7th Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-020-0000	0.08	8th Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-004-0000	0.07	702 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-010-0000	0.07	726 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-006-0000	0.13	712 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-005-0000	0.16	706 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-009-0000	0.14	720 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-001-0000	0.07	1715 7th Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-003-0000	0.07	1703 7th Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-007-0000	0.05	718 Q Street	n/a	n/a	n/a	n/a			n/a
34	n/a	006-0264-008-0000	0.10	Q Street	n/a	n/a	n/a	n/a			n/a
35		006-0233-027-0000	0.23	1401 16th Street	pre-1947	yes	NL	yes			HA
35	n/a	006-0233-004-0000	0.14	1610 N Street	n/a	n/a	n/a	n/a			n/a




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
35		006-0233-005-0000	0.15	1614 N Street	pre-1947	yes	NL	yes			HA
35	n/a	006-0233-001-0000	0.07	1413 16th Street	n/a	n/a	n/a	n/a			n/a
36		007-0144-020-0000	0.60	1900 Capitol Avenue	1977	no	NL	n/a			NHA
37	n/a	007-0145-014-0000	0.42	2020 L ST	n/a	n/a	n/a	n/a			n/a
38	n/a	009-0051-006-0000	2.44	1801 3rd Street	n/a	n/a	n/a	n/a			n/a
39	n/a	007-0113-026-0000	0.58	2812 J Street	2005	no	n/a	n/a			n/a
40	n/a	006-0223-016-0000	0.07	1301 O Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-018-0000	0.08	1419 13th Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-013-0000	0.15	1315 O Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-020-0000	0.06	O Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-017-0000	0.07	1421 13th Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-019-0000	0.10	1309 O Street	n/a	n/a	n/a	n/a			n/a
40	n/a	006-0223-015-0000	0.07	1305 O Street	n/a	n/a	n/a	n/a			n/a

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**




Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
41		006-0255-010-0000	0.73	1724 6th Street	pre-1947	yes	NL	yes			HA
41	n/a	006-0255-009-0000	0.51	501 R Street	n/a	n/a	n/a	n/a			n/a
41	n/a	006-0255-011-0000	0.45	500 Q Street	n/a	n/a	n/a	n/a			n/a
42		006-0174-016-0000	1.18	1619 N Street	1923	yes	Thomas Jefferson Elementary School - City Landmark	n/a			YL
43	n/a	006-0223-006-0000	0.04	1404 14th Street	n/a	n/a	n/a	n/a			n/a
43	n/a	006-0223-007-0000	0.04	1414 14th Street	n/a	n/a	n/a	n/a			n/a
43	n/a	006-0223-004-0000	0.15	1326 N Street	n/a	n/a	n/a	n/a			n/a
43	n/a	006-0223-005-0000	0.08	1330 N Street	n/a	n/a	n/a	n/a			n/a
44		006-0245-011-0000	0.58	200 Q Street	1971	yes	NL	yes			HA
44	n/a	006-0245-008-0000	0.14	1710 3rd Street	n/a	n/a	n/a	n/a			n/a
44		006-0245-010-0000	0.43	226 Q Street	1966	yes	NL	yes			HA

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**





Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
45		007-0093-025-0000	0.50	2200 J Street	1953	yes	NL	yes			HA
46	n/a	007-0085-015-0000	0.30	2015 K Street	n/a	n/a	n/a	n/a			n/a
46	n/a	007-0085-008-0000	0.15	2025 K Street	n/a	n/a	n/a	n/a			n/a
47		007-0091-002-0000	0.30	2124 J Street	1925	yes	NL	yes			HA
47	n/a	007-0091-011-0000	0.28	2130 J Street	n/a	n/a	n/a	n/a			n/a
48	n/a	006-0124-010-0000	0.37	1601 L Street	n/a	n/a	n/a	n/a			n/a
49		007-0085-016-0000	0.60	2020 J Street	1920	yes	NL	yes			HA





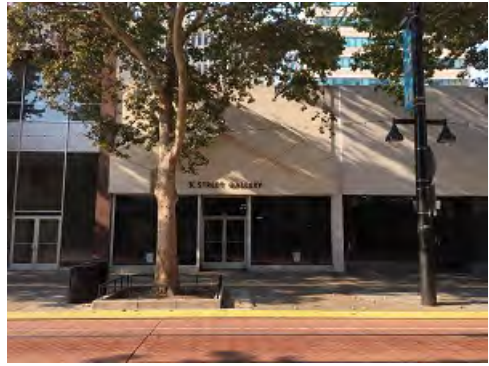
**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
50		003-0202-001-0000	1.20	2718 G Street	1903	yes	Marshall Elementary School - City Landmark	yes			YL
51	n/a	006-0116-003-0000	0.14	1418 K Street	n/a	n/a	n/a	n/a			n/a
51	n/a	006-0116-004-0000	0.15	1422 K Street	n/a	n/a	n/a	n/a			n/a
51	n/a	006-0116-005-0000	0.30	1112 15th Street	n/a	n/a	n/a	n/a			n/a
52	n/a	006-0123-009-0000	0.15	1619 K Street	n/a	n/a	n/a	n/a			n/a
52	n/a	006-0123-010-0000	0.15	1615 K Street	n/a	n/a	n/a	n/a			n/a
52		006-0123-015-0000	0.45	1031 16th Street	1967	yes	NL	yes			HA
53	n/a	006-0123-002-0000	0.15	1610 J Street	n/a	n/a	Memorial Auditorium Historic District	n/a			n/a
53	n/a	006-0123-003-0000	0.15	1614 J Street	n/a	n/a	Memorial Auditorium Historic District	n/a			n/a
53	n/a	006-0123-001-0000	0.29	1600 J Street	n/a	n/a	Memorial Auditorium Historic District	n/a			n/a
53		006-0123-004-0000	0.15	1616 J Street	1928	yes	Memorial Auditorium Historic District	Unknown - façade boarded up at time of survey			HA




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
54		003-0154-025-0000	0.31	2827 F Street	1965	yes	NL	yes			HA
55	n/a	006-0064-012-0000	0.30	925 16th Street	n/a	n/a	n/a	n/a			n/a
56		006-0064-014-0000	0.29	907 16th Street	1968	yes	NL	yes			HA
57		006-0098-020-0000	0.64	1116 9th Street	1965	yes	NL	yes			HA
58		006-0102-014-0000	0.26	930 K Street	1963	yes	NL	yes			HA




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
58		006-0102-012-0000	0.11	920 K Street	1963	yes	NL	yes			HA
58		006-0102-004-0000	0.14	916 K Street	1890	yes	NL	Altered since 1890 construction. Alterations could be historic age and would need to be evaluated to determine if they have gained significance.			HA
58		006-0102-015-0000	0.08	924 K Street	1963	yes	NL	yes			HA
59	n/a	006-0135-028-0000	1.29	201 N Street	n/a	n/a	n/a	n/a			n/a
59	n/a	006-0135-030-0000	1.21	3rd Street	n/a	n/a	n/a	n/a			n/a
59	n/a	006-0135-029-0000	0.15	N Street	n/a	n/a	n/a	n/a			n/a




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
60		006-0096-017-0000	0.78	703 L Street	1949	yes	NL	yes			HA
60	n/a	006-0096-016-0000	0.15	1117 7th Street	n/a	n/a	n/a	n/a			n/a
60	n/a	006-0096-011-0000	0.10	1120 8th Street	n/a	n/a	n/a	n/a			n/a
61	n/a	006-0056-002-0000	0.14	1408 I Street	n/a	n/a	n/a	n/a			n/a
61		006-0056-007-0000	0.06	910 15th Street	1949	yes	NL	yes			HA
61	n/a	006-0056-004-0000	0.29	1420 I Street	n/a	n/a	n/a	n/a			n/a
61		006-0056-005-0000	0.16	904 15th Street	1950	yes	NL	yes			HA
61	n/a	006-0056-001-0000	0.29	1400 I Street	n/a	n/a	n/a	n/a			n/a




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
61		006-0056-006-0000	0.08	908 15th Street	1949	yes	NL	yes			HA
61	n/a	006-0056-003-0000	0.15	1420 I Street	n/a	n/a	n/a	n/a			n/a
62	n/a	006-0143-035-0000	0.26	414 L Street	n/a	n/a	n/a	n/a			n/a
62	n/a	006-0143-038-0000	0.63	424 L Street	n/a	n/a	n/a	n/a			n/a
63	n/a	006-0047-010-0000	0.39	1117 J Street	n/a	n/a	n/a	n/a			n/a
64		006-0044-013-0000	0.38	1023 J Street	c1960	yes	NL	yes			HA
65	n/a	002-0174-024-0000	0.60	1613 H Street	n/a	n/a	n/a	n/a			n/a
66		006-0094-005-0000	0.07	714 J Street	1890	yes	NL	Altered since 1890 construction. Alterations could be historic age and would need to be evaluated to determine if they have gained significance.			HA




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
66		006-0094-009-0000	0.61	716 J Street	1962	yes	NL	yes			HA
66	n/a (wall at sidewalk only)	006-0094-004-0000	0.08	712 J Street	n/a	n/a	n/a				n/a
67	n/a	006-0051-013-0000	0.19	1201 I Street	n/a	n/a	n/a	n/a			n/a
67	n/a	006-0051-017-0000	0.15	1201 I Street	n/a	n/a	n/a	n/a			n/a
67	n/a	006-0051-016-0000	0.15	1201 I Street	n/a	n/a	n/a	n/a			n/a
67	n/a	006-0051-014-0000	0.15	1201 I Street	n/a	n/a	n/a	n/a			n/a
67	n/a	006-0051-015-0000	0.29	1201 I Street	n/a	n/a	n/a	n/a			n/a
68	n/a	006-0087-049-0000	0.92	1025 3rd Street	n/a	n/a	n/a	n/a			n/a
69	n/a	002-0162-003-0000	0.43	1220 G Street	n/a	n/a	n/a	n/a			n/a
69	n/a	002-0162-004-0000	0.15	1224 G Street	n/a	n/a	n/a	n/a			n/a
69		002-0162-002-0000	0.15	1210 G Street	1978	no	NL	yes			HA
70		002-0132-025-0000	0.45	526 16th Street	1967	yes	NL	yes			HA
71	n/a	002-0136-007-0000	0.08	1612 E Street	n/a	n/a	n/a	n/a			n/a
71	n/a	002-0136-002-0000	0.08	515 16th Street	n/a	n/a	n/a	n/a			n/a

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**




Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
71	n/a	002-0136-008-0000	0.15	1612 E Street	n/a	n/a	n/a	n/a			n/a
71	n/a	002-0136-005-0000	0.07	1604 E Street	n/a	n/a	n/a	n/a			n/a
71	n/a	002-0136-003-0000	0.07	511 16th Street	n/a	n/a	n/a	n/a			n/a
71	n/a	002-0136-004-0000	0.07	1600 E Street	n/a	n/a	n/a	n/a			n/a
71	n/a	002-0136-006-0000	0.07	1608 E Street	n/a	n/a	n/a	n/a			n/a
72		002-0161-001-0000	0.41	1200 F Street	1950	yes	NL	yes			HA
73	n/a	003-0073-020-0000	0.34	313 19th Street	n/a	n/a		n/a			n/a
73	Portable containers and a utility tower	003-0073-005-0000	0.15	1912 C Street (1916 C St)	n/a	n/a	n/a	n/a			n/a
73		003-0073-014-0000	0.16	1913 D Street	1960	yes	NL	yes			HA
73	n/a	003-0073-004-0000	0.08	301 19th Street	n/a	n/a	n/a	n/a			n/a
73	n/a	003-0073-021-0000	0.48	321 19th Street	n/a	n/a	n/a	n/a			n/a
73	n/a	003-0073-003-0000	0.07	305 19th Street	n/a	n/a	n/a	n/a			n/a
74	n/a	006-0072-025-0000	0.45	1121 Front Street	n/a	n/a	Old Sacramento	n/a			n/a
75	n/a	002-0144-001-0000	2.48	800 F Street	n/a	n/a	n/a	n/a			n/a
76	n/a	002-0115-013-0000	0.46	424 12th Street	n/a	n/a	n/a	n/a			n/a
76	n/a	002-0115-014-0000	0.15	1117 E Street	n/a	n/a	n/a	n/a			n/a
76		002-0115-015-0000	0.30	1115 E Street	1953	yes	NL	yes			HA

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**




Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
77	n/a	002-0102-011-0000	0.23	516 8th Street	n/a	n/a	Alkali Flat West Historic District	n/a			n/a
77	n/a	002-0102-015-0000	0.15	711 F Street	n/a	n/a	Alkali Flat West Historic District	n/a			n/a
77	n/a	002-0102-013-0000	0.08	719 F Street	n/a	n/a	Alkali Flat West Historic District	n/a			n/a
77	n/a	002-0102-012-0000	0.22	721 F Street	n/a	n/a	Alkali Flat West Historic District	n/a			n/a
77	n/a	002-0102-014-0000	0.22	717 F Street	n/a	n/a	Alkali Flat West Historic District	n/a			n/a
78		002-0084-003-0000	0.60	308 14th Street	c1957	yes	NL	yes			HA
78	n/a	002-0084-001-0000	0.29	1300 C Street	n/a	n/a	n/a	n/a			n/a
78		002-0084-002-0000	0.30	1310 C Street	1946	yes	NL	yes			HA
79		002-0085-006-0000	0.49	201 14th Street	1956	yes	NL	yes			HA





**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
79		002-0085-004-0000	1.27	216 15th Street	1942	yes	NL	yes			HA
79		002-0085-005-0000	0.41	1401 C Street	1920	yes	NL	yes			HA
79	n/a	002-0085-003-0000	0.26	216 15th Street	n/a	n/a	n/a	n/a			n/a
80	n/a	002-0081-006-0000	0.05	218 13th Street	n/a	n/a	n/a	n/a			n/a
80		002-0081-018-0000	0.29	1219 C Street	1980	no	NL	n/a			NHA
80	n/a	002-0081-021-0000	0.14	1221 C Street	n/a	n/a	n/a	n/a			n/a
80	n/a	002-0081-005-0000	0.04	216 13th Street	n/a	n/a	n/a	n/a			n/a



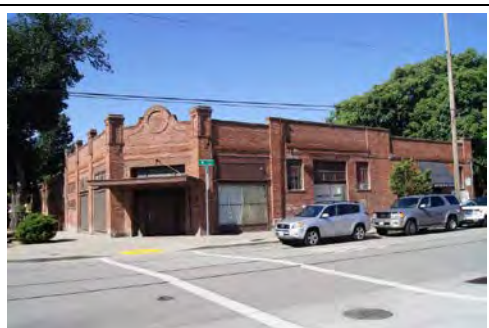

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
81		002-0083-005-0000	0.31	1313 C Street	1949	yes	NL	yes			HA
81	n/a	002-0083-001-0000	1.21	213 13th Street	n/a	n/a	n/a	n/a			n/a
81	n/a	002-0083-006-0000	0.24	1301 C Street	n/a	n/a	n/a	n/a			n/a
81	n/a	002-0083-004-0000	0.26	1317 C Street	n/a	n/a	n/a	n/a			n/a
82	n/a	002-0061-011-0000	1.79	829 D Street	n/a	n/a	n/a	n/a			n/a
82	n/a	002-0061-012-0000	0.32	831 D Street	n/a	n/a	n/a	n/a			n/a
91	n/a	009-0085-025-0000	0.48	1410 R Street	n/a	n/a	n/a	n/a			n/a
91		009-0085-027-0000	0.43	1823 14th Street (Assessor's data has 1823 S Street)	1977	yes	NL	n/a			NHA
96		009-0012-005-0000	2.20	2200 Front Street	c1957	Yes	NL	yes			HA
96	n/a	009-0012-068-0000	0.59	2224 Front Street	n/a	n/a	n/a	n/a			n/a




**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
96		009-0102-013-0000	1.32	2127 Front Street	Unknown	Unknown	NL	yes			HA
96	(small bldg. associated with 009-0102-013 above)	009-0164-016-0000	0.35	2201 Front Street	Unknown	Unknown	NL	yes			HA
96	n/a	006-0241-007-0000	1.74	1900 Front Street	n/a	n/a	n/a	n/a			n/a
96	n/a	009-0012-002-0000	2.24	1920 Front Street	n/a	n/a	n/a	n/a			n/a
96	n/a	009-0012-003-0000	5.11	2000 Front Street	n/a	n/a	n/a	n/a			n/a
96	none (railroad tracks/levee)	009-0012-017-0000	0.70	Front Street	Unknown	Yes	NL	yes			HA
96	none (levee)	009-0012-018-0000	0.89	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-019-0000	0.08	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-020-0000	0.08	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-021-0000	0.07	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-022-0000	0.28	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-045-0000	0.62	Front Street	Unknown	Yes	NL	Yes			HA
96	n/a	009-0012-048-0000	0.80	Front Street	n/a	n/a	n/a	n/a			n/a
96	none (railroad tracks/levee)	009-0012-050-0000	0.61	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-051-0000	0.43	Front Street	Unknown	Yes	NL	Yes			HA
96	none (railroad tracks/levee)	009-0012-058-0000	1.26	Front Street	Unknown	Yes	NL	Yes			HA
96	n/a	009-0012-059-0000	0.04	Front Street	n/a	n/a	n/a	n/a			n/a
96	n/a	009-0012-066-0000	0.31	Front Street	n/a	n/a	n/a	n/a			n/a
96	n/a	009-0012-067-0000	1.38	Front Street	n/a	n/a	n/a	n/a			n/a
96	none (railroad tracks/levee)	009-0012-073-0000	2.42	Front Street	Unknown	Yes	NL	n/a			HA
96		009-0012-075-0000	10.19	2104 Front Street	Post-1966	Unknown	NL	yes			HA
96	n/a	009-0042-006-0000	0.22	1931 Front Street	n/a	n/a	n/a	n/a			n/a

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
96		009-0102-012-0000	0.57	2101 Front Street	Pre-1947	Yes	NL	yes			HA
96		009-0104-015-0000	1.63	2001 Front Street	Post-1966	Unknown	NL	Yes			HA
97		009-0073-004-0000	0.62	1026 R Street	1920	yes	Sacramento Register of Historic and Cultural Resources	n/a			YL
101		006-0116-014-0000	0.46	1431 L Street	2005	No	NL	n/a			NHA

**TABLE 2  
CULTURAL RESOURCES - OPPORTUNITY SITES**

Opp Site #	Photo	APN	Acreage	Address	Year Built	Historic-Age?	NRHP, CRHR, or locally listed resources on site? Or within a historic district?	Sufficient Building Integrity to require evaluation?	Previously Recorded Archaeological Resource	Within 200' of Previously Recorded Archaeological Resource	Eligibility of Individual Resource
102		006-0052-021-0000	1.49	1223 J Street	1999	No	NL	n/a			NHA
115		002-0145-026-0000	2.5	720 9th Street	1965	Yes	NL	yes			HA
116		002-0143-017-0000	2.5	725 7th Street	Unknown	Unknown	NL	yes			HA

NOTES:  
 N = No, not eligible  
 NL = Not listed  
 HA = Historic-age, needs further research to determine eligibility  
 YL = Yes, already listed  
 ENYL = Eligible, not yet listed  
 NHA = Not historic age

SOURCE: ESA, 2017; www.parcelquest.com; City of Sacramento, 2016

# Appendix E

## DPR 523 Forms

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #:

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad:

Date:

T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1800 24<sup>th</sup> Street

City: Sacramento

Zip: 95816

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#010-0035-002

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property includes a 25,120 sf building on a 25,600 sf lot on the southeast corner of 24<sup>th</sup> Street and Rice Alley. It is a large, single story warehouse with a square footprint. The building sits on a concrete slab foundation and the walls are poured concrete. The western third of the building appears to be an addition. The western portion of the building has a hipped roof while the remaining appears to be flat.

The east (primary) facade includes an at-grade level metal roll up vehicle door, two elevated loading docks, a single pedestrian door, and metal framed casement and fixed windows. At the north end of this façade one nine paned window is located over the single pedestrian door with three additional windows flanking the door; several glass panes have been replaced with wood and an HVAC unit. The seven windows at the south end of the facade are located high on the façade, with one over each of the two elevated loading docks, and each have 12 panes.

\*P3b. Resource Attributes: HP6. 1-3 story commercial building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:**  
 Primary façade looking southwest,  
 ESA 2016

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
 1949/Building Permit

\*P7. Owner and Address:

CBP Northern Investments LLC/  
 ETAL  
 2248 Kenilworth Ave  
 Los Angeles, CA 90039

\*P8. Recorded by: (Name, affiliation, and address)

Amber Grady  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

\*P9. Date Recorded: 8/3/2016

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

DPR 523A (1/95)

\*Required information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or #

- B1. Historic Name: none
- B2. Common Name: Consolidated Electrical Distribution
- B3. Original Use: warehouse
- B4. Present Use: warehouse/commerical

\*B5. **Architectural Style:** Utilitarian

\*B6. **Construction History:** A building permit was issued to Valley Paper Co. for the construction of a warehouse on this site in 1949. In 1956-57, a permit was issued to Incandescent Supply to remodel the storage area into a showroom. In 1963, a permit was issued to the Brodovsky Bros. to repair the trusses in the existing warehouse; the contractor listed was C. Vanina. The Brodovsky Bros. also obtained a permit in 1976 to "Const. office to Comm"; the work was performed by Holdener Const. In 1972 and 1974, permits were obtained to reroof the building; the contractor of record was Abels Roofing.

\*B7. **Moved?** No Yes Unknown **Date:** n/a **Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Commerical

**Area:** Sacramento

**Period of Significance:** 1949

**Property Type:** Commerical Development

**Applicable Criteria:** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1915 with a brick warehouse; railroad tracks are also visible on R Street with a railroad siding next to this building on the 1915 Sanborn Map. This building was demolished sometime before 1947 when a historic aerial shows the parcel as vacant. The 1915-1952 Sanborn shows two buildings in the current building footprint and is labeled "Paper W.Ho" and "Whol. Paper School Supplies & Houseware." A building permit was issued in 1949 to Valley Paper Co to erect a warehouse at 1800 - 24th Street.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:**

Center for Sacramento History Hepting Photo Collection

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)





**\*P3a. Description: (continued from page 1)**

The south façade fronts Rice Alley and includes eight metal framed windows near the roofline on the east end and an elevated loading dock flanked by two metal framed windows. Each of the eight windows on the east end has 12 panes. One elevated truck dock is at the west end of the façade and is flanked by two, twelve paned, metal framed windows. Many of the panes in these windows appear to be broken or replaced. A large mural is located below these windows for the entire length of this façade.

The north façade fronts the lightrail tracks that run along R Street. The east end of this façade includes two rows of windows making the building appear to be two stories. The windows are metal framed fixed and awning style. The upper row of windows are six and eight panes while the lower windows have either 3 or 12 panes. Some of the window opening have been filled in. The west end of the north façade has a single pedestrian door, a roll up metal door on an elevated loading dock, and two window openings that appear to have been boarded up from the inside.

The west façade is a solid wall with no window or door openings. The mural from the south façade continues the full length of this façade as well.

**\*B10. Significance: (continued from page 2)**

While there are no listings in the 1935, 1940, 1944, 1945, 1946, 1948, 1950, and 1951 City Directories a photo dated 1950 and labeled "Incandescent Supply Co" shows the current building.<sup>1</sup> The 1952 City Directory lists "Valley Paper Co" at the subject property. The 1960 City Directory lists "Incandescent Sup Co" and the 1965, 1970, 1975 and 1992 City Directories lists "Consolidated Elec Distributors lighting equip" and "Consolidated Electrical Distributors elec whol." The east (primary) façade currently includes a painted sign that reads "CED Concolidated Electrical Distributors." Based on this archival research it is apparent that this building has been used as a warehouse and commercial showroom, for various types of commercial goods, likely since it was constructed in 1949.

While the previous building(s) on the site were tied to the railroad the currently building appears to be oriented and designed for distribution of goods via trucks. Historic aerials from 1957, 1964, and 1966 show vehicles parked perpendicular to the building on the west, north, and east sides.

Businesses associate with the building over its 65+ year history include Valley Paper Company, Incandescent Supply Co, and Consolidated Electric Distributors. Consolidated Electrical Distributors currently occupies the bulding and sells automation products for residential, commercial, and industrial use.<sup>2</sup> Archival research did not reveal any detailed information on either the Valley Paper Company or the Incandescent Supply Company.

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends - mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

<sup>1</sup> Center for Sacramento History, 1950 Catalog #1983/001/20,942, Sacramento.pastperfectonline.com/photo/A3972991-3F8F-4C7A-AF25-996828151617.

<sup>2</sup> Consolidated Electrical Distributors website, [www.cedcareers.com](http://www.cedcareers.com).

**\*B10. Significance: (continued from page 3)**

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is vernacular and does not represent any particular building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code                      Reviewer                      Date

Page 1 of 4                      \*Resource Name or #: 1809 23<sup>rd</sup> Street

**P1. Other Identifier:** none

**\*P2. Location:**  Not for Publication     Unrestricted                      **\*a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:**                      **Date:**                      T ; R ;                      ¼ of                      ¼ of Sec                      ; M.D.                      **B.M.**

c. Address: 1809 23<sup>rd</sup> Street                      City: Sacramento                      Zip: 95816

d. UTM: Zone:                      ;                      mE/                      mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:  
 APN#010-0035-001

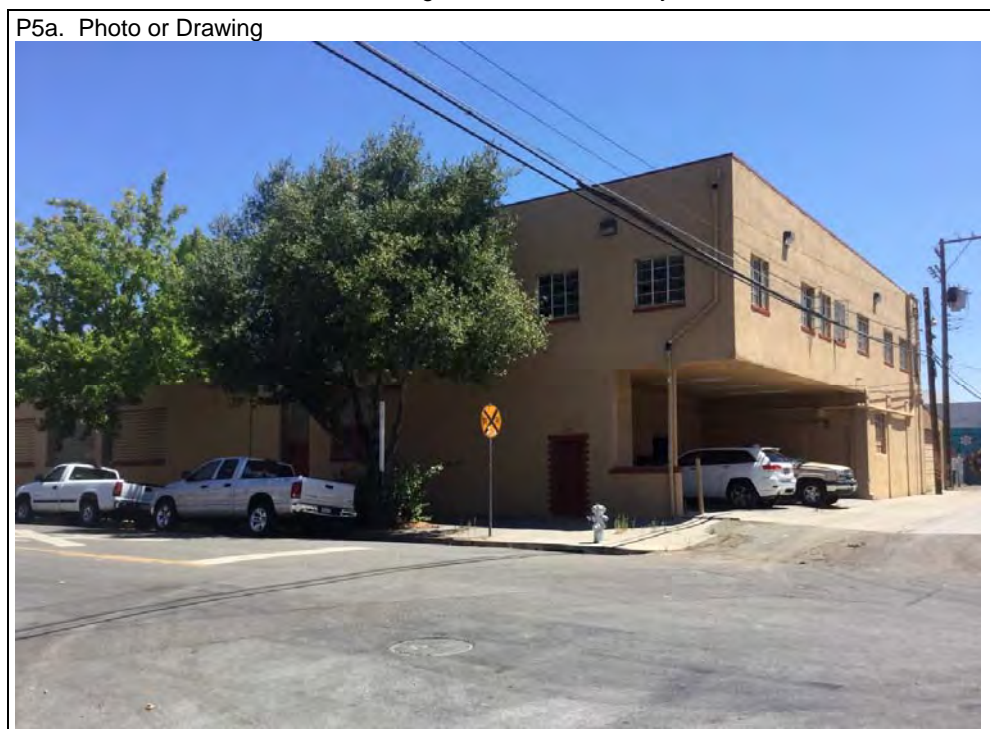
**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The subject property includes a generally rectangular building with a small, primarily one story, addition that projects out on the east facade. The majority of the building is one story with approximately 1/3 of the building at the south end two stories. The majority of the exterior walls are stucco. There is a wood framed addition on the east façade that is clad in couraged metal.

The west (primary) façade includes four window openings and 2 single pedestrian doors on the 1<sup>st</sup> floor and four window openings at the 2<sup>nd</sup> floor. Three large window openings are located in the center of the façade at the 1<sup>st</sup> floor; the center opening is glass block and the other two are roll up metal screens. The other window is glass block and is located between the two pedestrian doors. One of the pedestrian doors is surrounded by glass blocks. The 2<sup>nd</sup> floor windows are metal framed casement windows. A third pedestrian door opening has been filled in at the north end of this façade.

The north façade fronts R Street and the lightrail tracks. The wall is blank with no window or door openings.

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:**     Building     Structure     Object     Site     District     Element of District     Other (Isolates, etc.)



**P5b. Description of Photo:** West and south facades looking northeast, ESA 2016

**\*P6. Date Constructed/Age and Sources:**

Historic     Prehistoric     Both  
 1942/ Assessor's Records

**\*P7. Owner and Address:**

Fischer Family Limited Partnership  
 1800 23<sup>rd</sup> Street  
 Sacramento, CA 95816

**\*P8. Recorded by:** (Name, affiliation, and address)

Amber Grady  
 ESA  
 2600 Capitol Ave, Ste 200  
 Sacramento, CA 95816

**\*P9. Date Recorded:** 8/3/2016

**\*P10. Survey Type:** (Describe)  
 Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.

**\*Attachments:**  NONE     Location Map     Sketch Map     Continuation Sheet     Building, Structure, and Object Record  
 Archaeological Record     District Record     Linear Feature Record     Milling Station Record     Rock Art Record  
 Artifact Record     Photograph Record     Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 1809 23<sup>rd</sup> Street

- B1. Historic Name: none
- B2. Common Name: none
- B3. Original Use: warehouse/light industrial
- B4. Present Use: unknown

\*B5. **Architectural Style:** International

\*B6. **Construction History:**  
Built in 1942. Date of addition to east façade unknown.

\*B7. **Moved?** No Yes Unknown **Date:** n/a **Original Location:** n/a

\*B8. **Related Features:** none

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Industrial

**Area:** Sacramento

**Period of Significance:** 1942

**Property Type:** Industrial Development

**Applicable Criteria:** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1915 with a brick warehouse; railroad tracks are also visible on R Street with a railroad siding next to this building on the 1915 Sanborn Map. This building was demolished and the current building constructed in 1942 according to the City's Assessor Records. The 1947 aerial appears to show the current building. The 1915-1951 and 1915-1952 Sanborn maps show "Whol. Meat & Cold Stge" and "BLR Ho" on a building footprint that appears to match the current footprint. There are no listing in the City Directories for 1935, 1940, 1945, and 1947; however, "A J Murphy whol meats" is listed in 1952 and "Made-Rite Sausage Co (plant) and "Made-Rite Mfg Co Sausage Mfrs" in listed in 1960, 1965, and 1969. The 1970 City Directory lists it as vacant. The building may have also been occupied by Pureta Sausage Co sometime during the 1950s-60s. The 1975 City Directory lists "Professional Food Services vending mach" and in 1982 "Professional Food Flavors (Ofc)" is listed. In 2003 the building was purchased by Fischer Tile & Marble, which also currently occupies 1800 23<sup>rd</sup> Street.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** 1915, 1915-1951, and 1915-1952 Sanborn Maps; City Directories; Center for Sacramento History, Sacramento Bee Collection, 1983/001/SBPM02122.

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



**\*P3a. Description: (continued from page 1)**

The east façade is two story. The 1st floor steps back under the 2nd floor creating covered parking on the west end of this façade. There is a single pedestrian door and a metal roll up vehicle door at the back of the parking area. There is also one metal framed casement window at the east end of the 1st floor.

**\*B10. Significance: (continued from page 2)**

Criterion 1/A

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is International Style and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

**\*B10. Significance: (continued from page 3)**

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 1800 23<sup>rd</sup> Street

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad:

Date:

T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1800 23<sup>rd</sup> Street

City: Sacramento

Zip: 95816

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#010-0033-002

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The subject property includes a 23,088 sf building on a 23,904 sf lot on the northeast corner of 23<sup>rd</sup> and R streets. It is a large, single story warehouse with a square footprint. The steel-frame building sits on a concrete slab foundation, reinforced concrete walls are clad in stucco, and the building is capped by a triple-bow roof.

The east (primary) façade includes three at-grade level metal roll-up vehicle doors and a single flush pedestrian door. The south end of this façade features two multi-pane, steel-frame industrial windows, and these are partly obscured by vines of climbing plants. The north end of this façade features two expanses of glass block with a continuous brick sill. A horizontal concrete sill above the pedestrian door may mark the location of an earlier window opening. A continuous brick soldier course across the entire façade caps the roll-up doors, steel-frame windows, and expanses of glass block, and the façade terminates in a single brick soldier course.

\*P3b. **Resource Attributes:** HP6. 1-3 story commercial building

\*P4. **Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:**  
Primary façade looking west, ESA  
2017

\*P6. **Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
1938/ Assessor

\*P7. **Owner and Address:**

Fischer Family Ltd. Partnership  
1800 23<sup>rd</sup> Street  
Sacramento, CA 95816

\*P8. **Recorded by:** (Name, affiliation, and address)

Amber Grady & Johanna Kahn  
ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

\*P9. **Date Recorded:** 2/1/2017

\*P10. **Survey Type:** (Describe)  
Intensive

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 1800 23rd Street

- B1. Historic Name: none
- B2. Common Name: Fischer Tile & Marble
- B3. Original Use: Warehouse
- B4. Present Use: Warehouse/Commerical

\*B5. **Architectural Style:** Industrial with Streamline Moderne influence

\*B6. **Construction History:**

Built in 1938. In 1956, a permit was issued to the Henderson Bros. to construct interior offices in the warehouse; the contractor listed was Erickson Const. Co. In 1978 and 2002, permits were obtained to reroof the building; the contractors of record were Yancey Co. and Watson Roofing, respectively.

\*B7. **Moved?** No Yes Unknown **Date:** n/a **Original Location:** n/a

\*B8. **Related Features:**

B9a. Architect: unknown

b. Builder: unknown

\*B10. **Significance: Theme:** Commerical

**Area:** Sacramento

**Period of Significance:** 1938

**Property Type:** Commercial

**Applicable Criteria:** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was constructed in 1938 according to the City Assessor's Records. The 1947 aerial photograph appears to show the current building. The 1915-1951 and 1915-1952 Sanborn maps show "Wellman Peck & Co. Whol. Gro." on a building footprint that appears to match the current footprint. There are no listing in the 1935 City Directory for 1935; however, "Wellman Peck & Co. whol gro" is listed in 1940, 1945, and 1952. City Directories from 1960 until 1982 alternately list "Henderson Bros auto parts," "Henderson Bros Stores Inc auto," and Henderson Bros Stores Inc distr auto parts." In 1986 the building was sold by Henderson Auto Parts to Fischer Tile & Marble, which also currently occupies 1809 23rd Street.

(Continued on page 3)

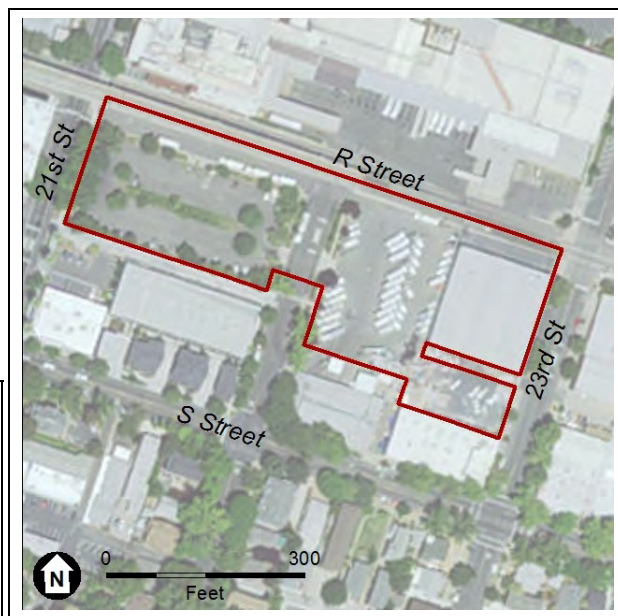
B11. Additional Resource Attributes: none

\*B12. **References:** 1895, 1915, 1915-1951, and 1915-1952 Sanborn Maps; City Directories; Center for Sacramento History; Fischer Tile & Marble, www.fischertile.com;

B13. Remarks: none

\*B14. **Evaluator:** Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)





**\*P3a. Description: (continued from page 1)**

The south façade fronts Rice Alley and includes six multi-pane, steel-frame industrial windows with concrete sills, and these are capped by a continuous brick soldier course across the entire façade. The windows near the east end of the façade are partly obscured by vines of climbing plants. Several glass panes of three of these windows have been replaced with industrial fan units. A single flush door provides access to a loading dock near the east end of the façade. The façade terminates in a single brick soldier course.

The west façade is a solid wall with no window or door openings.

The north façade fronts the lightrail tracks that run along R Street and includes six expanses of glass block with a continuous brick sill and header across the entire façade. Horizontal concrete sills directly below these expanses of glass block may mark the locations of earlier window openings. Below the glass block are three small window openings. Glass blocks fill the square opening on the east end and has a concrete sill. In the center is a recessed opening with two sliding windows and brick infill. The western opening features a single sliding window.

**\*B10. Significance: (continued from page 2)**

Businesses associated with the building over its nearly-80-year history include Wellman, Peck & Co. (wholesale grocer), Henderson Bros., Inc. (distributor of automobile parts), and Fischer Tile & Marble (manufacturer of stone and tile units). Wellman, Peck & Co. was founded in 1849 in San Francisco by merchant Bela Wellman. The company grew to 30 employees by 1880 and eventually expanded its operations to Sacramento (exact date unknown), and by 1941 it had become the largest wholesale grocer in California. By 1960, the subject property was occupied by Henderson Bros., Inc, which had at least two other locations at 916 12<sup>th</sup> Street and near the intersection of 15<sup>th</sup> and K streets. In 1986, the building was sold to Fischer Tile & Marble, which still occupies it today. Fischer Tile & Marble was established in 1906 in Stockton and opened its first Sacramento location in 1923. The company occupied at least four other locations in Sacramento before purchasing and occupying the subject property.

Criterion 1/A

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor. While the building has been occupied by several local companies research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

(Continued on page 4)

**\*B10. Significance: (continued from page 3)**

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is a utilitarian warehouse whose design was influenced by the Streamline Moderne style. It does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad:

Date:

T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1730 14<sup>th</sup> Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#006-0285-016

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The subject property includes a 19,200 sf building on the northwest corner of 14<sup>th</sup> and R streets. It is a large, single story warehouse with a rectangular footprint, and it abuts adjacent properties on the west property line. The reinforced concrete building sits on a concrete slab foundation. It is clad in painted brick with a smooth stucco wainscot, and the building is capped by a hipped roof with skylights.

The east (primary) facade includes two recessed entries with single flush pedestrian doors: one in the center of the facade and one near the north end of the facade. Twelve multi-pane, steel-frame industrial windows with concrete wills span the facade. The facade terminates in a roof gutter.

\*P3b. **Resource Attributes:** HP6. 1-3 story commercial building

\*P4. **Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:**  
Primary facade looking northwest, ESA 2017

\*P6. **Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
1939/ Assessor

\*P7. **Owner and Address:**

MBJL Holdings LLS et al.  
520 Capitol Mall, #380  
Sacramento, CA 95814

\*P8. **Recorded by:** (Name, affiliation, and address)

Amber Grady & Johanna Kahn  
ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

\*P9. **Date Recorded:** 2/1/2017

\*P10. **Survey Type:** (Describe)  
Intensive

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 1730 14th Street

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Warehouse

B4. Present Use: Warehouse/Commercial

\*B5. Architectural Style: Industrial

\*B6. Construction History:

Built in 1939. In 1951, permits were issued to then-owner C. H. Carter to remodel interior offices and for unspecified "alterations to present bldg." In 1955, a permit was obtained to reroof the building; the contractor of record was Alex Engardt. There is a permit from 1956 that is not legible. In 1990, the building was certified for "warehouse" occupancy.

\*B7. Moved? No Yes Unknown Date: n/a

Original Location: n/a

\*B8. Related Features:

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme: Commercial

Area: Sacramento

Period of Significance: 1939

Property Type: Commercial

Applicable Criteria: n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and one blacksmith shop, according to the Sanborn Map from that year. The 1930 City Directory lists "Parker R A," who was likely one of the residents at that time. The buildings were demolished sometime before 1939, when the subject property was constructed according to the City Assessor's Records. The 1947 aerial photograph appears to show the current building with the original footprint. The 1915-1951 and 1915-1952 Sanborn maps show "Elec. Supply W.Ho." with railroad siding along Quill Alley (the north side of the building) that is disconnected from the main freight line on R Street. There are no listings in the 1935, 1940, and 1945 City Directories. The 1947 City Directory lists "Westinghouse Elec Sup Co." Westinghouse occupies the site until 1966. City Directories from 1967, 1968, 1969, and 1970 show the "Sacramento Rubber Co mfrs" occupying the building.

(Continued on page 3)

B11. Additional Resource Attributes:

\*B12. References: 1895, 1915, 1915-1951, and 1915-1952 Sanborn Maps; City Directories

B13. Remarks: none

\*B14. Evaluator: Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



**\*P3a. Description: (continued from page 1)**

The south façade fronts R Street and includes an at-grade level metal roll-up vehicle in the center of the façade. A single flush pedestrian door flanks the vehicular opening on the west, and an identical pedestrian door is located at the west end of the façade. Across the upper portion of the façade are six multi-pane, steel-frame industrial windows with concrete sills. The façade terminates in a roof gutter.

The north façade fronts the lightrail tracks that run along Quill Alley. All fenestration has been filled in with brick, and it is apparent that multiple door and window openings of various sizes were once part of the façade. Concrete window sills can still be seen. The façade terminates in a roof gutter.

**\*B10. Significance: (continued from page 2)**

Criterion 1/A

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor that was originally occupied by the Westinghouse Electrical Company. Research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

(Continued on page 4)

**\*B10. Significance: (continued from page 3)**

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 915 R Street

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad:

Date:

T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 915 R Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#006-0272-022

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The subject property includes a 11,160 sf building on a 11,200 sf lot on the north side of R Street between 9<sup>th</sup> and 10<sup>th</sup> streets. It is a single story warehouse with a rectangular footprint, and it abuts an adjacent building on the east property line. The building is of reinforced concrete masonry unit construction, sits on a concrete slab foundation, and is capped by a shingled bow roof.

The south (primary) facade is clad in painted concrete masonry units and includes three metal roll-up doors raised approximately four feet above grade. The door near the west end of the façade is covered by a horizontal, corrugated metal awning with metal braces above, and it is flanked on both sides by steel-frame windows with eight lights. Two more windows flank the eastern pair of roll-up doors. The façade terminates in an unadorned parapet that conceals a gutter.

\*P3b. **Resource Attributes:** HP6. 1-3 story commercial building

\*P4. **Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:**  
Primary (south) and west façades looking northeast, ESA 2017

\*P6. **Date Constructed/Age and Sources:**

Historic  Prehistoric  Both  
1949/ Assessor

\*P7. **Owner and Address:**

1724 10<sup>th</sup> Street Investors LLC  
1006 4<sup>th</sup> Street, #701  
Sacramento, CA 95814

\*P8. **Recorded by:** (Name, affiliation, and address)

Amber Grady & Johanna Kahn  
ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

\*P9. **Date Recorded:** 2/1/2017

\*P10. **Survey Type:** (Describe)  
Intensive

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):.

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 915 R Street

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Warehouse

B4. Present Use: Warehouse/Commercial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History:  
Built in 1949.

\*B7. Moved? No Yes Unknown Date: n/a

Original Location: n/a

\*B8. Related Features:

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme: Commercial

Area: Sacramento

Period of Significance: 1949

Property Type: Commercial

Applicable Criteria: n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and outbuildings, according to the Sanborn Map from that year. The 1915 Sanborn shows that all of these buildings were demolished sometime before 1915. The 1915-1951 Sanborn shows a vacant lot containing railroad siding accessed by the adjacent Goodwill Tire & Rubber Co. warehouse at 1724 10<sup>th</sup> Street (a.k.a. 925 R Street). A 1947 aerial photograph shows no buildings on the subject property. According to the City Assessor's Records, the current building was constructed in 1949. The 1915-1952 Sanborn Map shows a "Tire W. Ho." with railroad siding along Quill Alley (the north side of the building), and it appears that it was constructed as an addition to the Goodwill Tire & Rubber Co. warehouse immediately to the east.

(Continued on page 3)

B11. Additional Resource Attributes:

\*B12. References: 1895, 1915, 1915-1951, and 1915-1952 Sanborn Maps

B13. Remarks: none

\*B14. Evaluator: Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)





**\*P3a. Description: (continued from page 1)**

The west façade is a solid wall with no window or door openings and is clad in painted concrete masonry units. It terminates in an unadorned parapet that conceals a gutter.

The north façade fronts a parking lot accessible from Quill Alley is clad in painted concrete masonry units. The façade features five steel-frame windows, each with eight lights. Two former openings – likely for roll-up doors like those on the south façade – have been covered with painted sheet metal panels. The façade terminates in an unadorned parapet that conceals a gutter.

**\*B10. Significance: (continued from page 2)**

Criterion 1/A

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor that was originally associated with the adjacent property at 1724 10<sup>th</sup> Street. Research did not reveal that the property was associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

(Continued on page 4)

**\*B10. Significance: (continued from page 3)**

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 1724 10<sup>th</sup> Street

P1. Other Identifier: 925 R Street

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad:

Date:

T

; R

¼ of

¼ of Sec

; M.D.

B.M.

c. Address: 1724 10<sup>th</sup> Street and 925 R Street

City: Sacramento

Zip: 95811

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN#006-0272-021

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property includes a 28,800 sf building on a 14,400 sf lot on the northwest corner of 10<sup>th</sup> and R streets. It is a large, single-story-over-raised-basement warehouse with a square footprint, and it abuts an adjacent building on the west property line. The wood-frame building with brick walls and a concrete foundation is capped by a low mansard roof with wood shingles and a flat top. The flat portion of the roof includes more than a dozen smaller roof forms and roof-mounted equipment.

The east (primary) façade is clad in exposed brick on a raised concrete curb, and it is comprised of 10 structural bays. All bays feature a flush concrete header with a vertical wood panel directly below, and all but one bay have a brick sill. The southernmost bay features a single, at-grade, glazed aluminum door with aluminum-frame transom and sidelights. Counting from the south end of the façade, the second through eighth bays and the tenth northernmost bay include single, fixed aluminum-frame windows with either vertical wood panels or brick infill directly below. The ninth bay is filled in completely with vertical wood panels. The façade terminates in a brick parapet that conceals a gutter.

\*P3b. Resource Attributes: HP6. 1-3 story commercial building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: South and east façades looking northeast, ESA 2017

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
1920/ Assessor

\*P7. Owner and Address:

1724 10<sup>th</sup> Street Investors LLC  
1006 4<sup>th</sup> Street, #701  
Sacramento, CA 95814

\*P8. Recorded by: (Name, affiliation, and address)

Amber Grady & Johanna Kahn  
ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

\*P9. Date Recorded: 2/1/2017

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report, ESA, 2017.  
Turton Commercial Real Estate. "1724 10<sup>th</sup> St.: Innovative Space for Creative Minds." www.turtoncom.com.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 1724 10<sup>th</sup> Street

B1. Historic Name: Goodyear Tire & Rubber Co.

B2. Common Name: n/a

B3. Original Use: Warehouse

B4. Present Use: Warehouse/Commercial

\*B5. Architectural Style: Industrial

\*B6. Construction History: Built in 1920. In 1945, a roof was constructed "over loading platform" of the Western Pacific Railroad. In 1950, a building permit was issued for unspecified "alterations to bldg." in the amount of \$2,000 that included a wood-frame interior addition. That same year, another building permit was issued to construct a rear addition to the warehouse in the amount of \$24,500, and the contractor was G.J. Harlow (this refers to the extant building at 915 R Street). An interior office was remodeled and enlarged in 1961, and the contractor was and the contractor was Lewis & Bristow. The building was reroofed in 1973 and 1980, and the contractor on record was Fred B. Curtis. In 1976, an existing door was relocated "in warehouse and office."

\*B7. Moved? No Yes Unknown Date: n/a

Original Location: n/a

\*B8. Related Features: none

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme: Commerical Development

Area: Sacramento

Period of Significance: 1920

Property Type: Commercial

Applicable Criteria: n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Sacramento's early development is closely tied to the evolution of the railroads. What we now refer to as the R Street Corridor is an example of that close tie with the development of warehouses, commercial distribution centers, and light industrial businesses that sprang up in the late 19th and early 20th centuries after the rail lines were established. The SVRR opened for business in 1856; a freight depot with a ticket counter was located 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 what is now Folsom. Southern Pacific Railroad had freight lines running down the center of R Street and Western Pacific Railroad had lines immediately to the north. In the late 19th century inventions such as the refrigerated rail car and modern canning techniques further boosted the development of industrial uses in Sacramento, specifically the R Street Corridor.

The subject property was developed at least as early as 1895 with multiple dwellings and outbuildings, according to the Sanborn Map from that year. The 1915 Sanborn shows that all of these buildings were demolished sometime before 1915 and replaced with one duplex building on an otherwise vacant property. The 1915-1951 and 1915-1952 Sanborns show a "Goodyear Tire & Rubber Co" warehouse on the site. On the earlier map, railroad siding from the freight line along Quill Alley provided access to the building's west façade, and the later map shows that the railroad siding was moved to the building's north façade. According to building permits, the building was owned by T. Swanston in 1950, Florence Swanston in 1961, the Farber Bros. in 1973-1974, and S. Farber in 1976.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. References: 1895, 1915, 1915-1951, and 1915-1952 Sanborn Maps; "Goodyear History" ([www.corporate.goodyear.com/en-us/about/history.html](http://www.corporate.goodyear.com/en-us/about/history.html)); Building permits

B13. Remarks: none

\*B14. Evaluator: Amber Grady, ESA  
2600 Capitol Ave, Ste 200  
Sacramento, CA 95816

(This space reserved for official comments.)



**\*P3a. Description: (continued from page 1)**

The south façade fronts R Street and is clad in exposed brick with a smooth concrete wainscot. At the roofline near the center of the façade, a dormer addition with a flat roof is clad in stucco. The dormer includes a fixed, aluminum-frame window with a brick sill, and part of the brick wall has been removed to accommodate the shape of the window. Below the dormer are three window openings with arched brick headers and brick sills. The windows are covered with metal security grates. Flanking the arched windows are five recessed openings with concrete headers, two on the west end of the façade and three on the east end. Each opening includes a single, fixed aluminum-frame window with a brick sill and brick infill below. A narrow external brick chimney is located near the east end of the façade. Several small square openings a few inches above grade are located at irregular intervals across the base of the façade. Three of these appear to be window openings that are covered with metal security grates, and three others are covered by metal panels with exterior-mounted mechanical units. The façade terminates in a brick parapet that conceals a gutter.

The north façade fronts the lightrail tracks that run along Quill Alley, and it is clad in painted brick. There are two window openings with arched brick headers and brick sills, and these are covered with metal security grates. Three rectangular openings with brick sills include either one or two fixed, aluminum-frame windows. Several small square window openings are located at irregular intervals across the base of the façade and are covered with metal security grates. The façade terminates in a brick parapet that conceals a gutter.

**\*B10. Significance: (continued from page 2)**

Criterion 1/A

Criterion 1/A recognizes properties 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. The property must also have an important association with the event or historic trends – mere association with historic events or trends is not enough to qualify under Criterion 1 (U.S. Department of the Interior, 2002). The subject property is a warehouse along the originally industrial R Street corridor that was originally occupied by the Goodyear Tile & Rubber Co. By the time the building was constructed in 1920, Goodyear had become the largest tire company in the world, with operations throughout North and South America, Africa, and Australia. However, the subject property was not part of the company's revolutionary product development or manufacturing, and for this reason it does not appear to have been associated with specific events that have made a significant contribution to the broad patterns of our history. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 1/A.

Criterion 2/B

Criterion 2/B applies to properties associated with the lives of persons important to local, California or national history. The individual's specific contributions to history must be identified and documented. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements and productive life, and must be the property that is most closely associated with that person and the actions for which they are important. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions (U.S. Department of the Interior, 2002). Research into previous owners and occupants of the property did not reveal any significant associations that would qualify under Criterion 2/B. ESA recommends that the property does not appear to be eligible for the California Register under Criterion 2/B.

**\*B10. Significance: (continued from page 3)**

Criterion 3/C

Criterion 3/C applies to properties that embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. To be eligible under Criterion 3/C, a property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history (U.S. Department of the Interior, 2002). The subject property is a simply designed, utilitarian warehouse and does not represent an excellent example of the building style or method of construction. ESA does not recommend the subject property as eligible for the California Register under Criterion 3/C.

Criterion 4/D

Criterion 4/D asks whether a property has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. While most often applied to archeological districts and sites, Criterion 4/D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information (U.S. Department of the Interior, 2002). The subject property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known, and does not appear to be eligible for the California Register under Criterion 4/D.

City of Sacramento

The City of Sacramento has established Landmark and Historic District Eligibility Criteria. The Landmark Eligibility criteria are very similar to the California and National registers and include association 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; association with the lives of persons significant in the city's past; distinctive characteristics of a type, period or method of construction; represents the work of an important creative individual or master; possesses high artistic values; and 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. For the same reasons discussed above ESA is recommending the property ineligible for local listing.

# Appendix F

## Energy Data

### DSP Operational Energy Use

Land Use	Amount	Units	Electricity <sup>1,2</sup>	Natural Gas <sup>1,2</sup>
			Megawatt-hours/year	Million Btu/year
Residential	13,401	Dwellings	61,136	172,554
Restaurant	280,030	Square feet	11,843	49,845
Government Office Buildings	435,837	Square feet	6,437	5,736
General Office Buildings	3,510,892	Square feet	51,856	46,203
Retail/Service	2,303,044	Square feet	9,509	12,529
Medical Offices	643,797	Square feet	27,214	8,472

1. Electricity and natural gas consumption estimates were generated using CalEEMod 2016.3.1. See Appendix C1 for model outputs.

2. Unit volume fuel factors (kg CO<sub>2</sub>/gallon) for gasoline and diesel are from the U.S. Energy Information Administration Frequently Asked Questions, located here: <https://www.eia.gov/tools/faqs/faq.php?id=307&t=11>

### Total Construction Fuel Consumption

Category	Diesel Fuel <sup>1,2</sup>	Gasoline <sup>1,2</sup>
	(gallons)	(gallons)
DSP	3,141,833	188,373

1. Assumes worst-case construction fuel use based on the CalEEMod 2016.3.1 model and the methodology described above. See Appendix C1 for model outputs.

2. Unit volume fuel factors (kg CO<sub>2</sub>/gallon) for gasoline and diesel are from the U.S. Energy Information Administration Frequently Asked Questions, located here: <https://www.eia.gov/tools/faqs/faq.php?id=307&t=11>

### Operational Annual Fuel Consumption Year 2035

Category	Diesel Fuel <sup>1,2</sup>	Gasoline (gallons)
	(gallons)	
DSP	125,237	14,124,000

1. Operational fuel use based on the CalEEMod 2016.3.1 model and the methodology described above. See Appendix C1 for model outputs.

2. Unit volume fuel factors (kg CO<sub>2</sub>/gallon) for gasoline and diesel are from the U.S. Energy Information Administration Frequently Asked Questions, located here: <https://www.eia.gov/tools/faqs/faq.php?id=307&t=11>



# Appendix G

## Transportation Data

## **APPENDIX G.1:**

Existing Intersection

Level of Service (LOS) Calculations

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 1                      3rd Street-I-5 off-ramp/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	58	55	95.2%	34.3	8.0	C
	Through						
	Right Turn	1,860	1,796	96.6%	40.0	9.1	D
	Subtotal	1,918	1,852	96.5%	39.8	9.0	D
SB	Left Turn	84	88	104.8%	52.2	10.1	D
	Through	106	116	109.8%	45.8	8.3	D
	Right Turn						
	Subtotal	190	204	107.6%	48.4	8.6	D
EB	Left Turn	49	49	100.4%	56.5	17.9	E
	Through	1,649	1,558	94.5%	68.1	18.7	E
	Right Turn	242	254	104.8%	66.1	18.4	E
	Subtotal	1,940	1,860	95.9%	67.5	18.4	E
NB	Left Turn						
	Through						
	Right Turn	43	49	113.5%	34.7	9.6	C
	Subtotal	43	49	113.5%	34.7	9.6	C
Total		4,091	3,965	96.9%	53.2	8.2	D

Intersection 2                      3rd Street/Capitol Mall                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	151	150	99.3%	27.9	3.5	C
	Through	603	601	99.6%	26.2	1.5	C
	Right Turn	301	306	101.8%	7.9	0.7	A
	Subtotal	1,055	1,057	100.2%	21.2	1.3	C
EB	Left Turn						
	Through	712	682	95.7%	21.6	1.4	C
	Right Turn	161	146	90.4%	18.2	2.3	B
	Subtotal	873	827	94.8%	21.0	1.4	C
WB	Left Turn	91	90	98.9%	40.5	7.5	D
	Through	155	140	90.3%	17.5	3.6	B
	Right Turn						
	Subtotal	246	230	93.5%	26.5	2.7	C
Total		2,174	2,114	97.3%	21.7	0.6	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

**Intersection 3**                      **3rd Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	199	207	103.9%	12.9	1.0	B
	Right Turn	207	200	96.6%	5.0	0.9	A
	Subtotal	406	407	100.2%	9.0	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	87	82	94.3%	2.4	0.4	A
	Through	429	420	97.9%	0.7	0.2	A
	Right Turn						
	Subtotal	516	502	97.3%	0.9	0.1	A
Total		922	909	98.6%	4.6	0.4	A

**Intersection 4**                      **3rd Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	110	116	105.5%	26.1	3.5	C
	Through	176	175	99.3%	27.7	3.7	C
	Right Turn						
	Subtotal	286	291	101.7%	27.1	3.2	C
EB	Left Turn						
	Through	2,345	2,320	98.9%	8.5	0.6	A
	Right Turn	323	300	92.8%	6.6	2.3	A
	Subtotal	2,668	2,619	98.2%	8.3	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,954	2,910	98.5%	10.2	0.7	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 5                      5th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	139	137	98.7%	24.6	1.6	C
	Left Turn 2	81	71	87.4%	23.2	2.0	C
	Left Turn	17	13	77.6%	23.1	1.9	C
	Through	212	198	93.2%	23.4	1.9	C
	Right Turn						
	Subtotal	449	419	93.3%	23.7	1.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	185	179	96.6%	10.7	1.3	B
	Through	95	98	103.6%	12.5	1.0	B
	Right Turn	50	49	97.6%	10.4	3.8	B
	Right Turn 2	179	168	93.9%	3.7	0.6	A
	Subtotal	509	494	97.1%	8.7	0.6	A
Total		958	913	95.3%	15.6	1.0	B

Intersection 6                      5th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	397	383	96.5%	28.2	2.1	C
	Right Turn	272	260	95.6%	38.2	14.9	D
	Subtotal	669	643	96.1%	32.5	6.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	465	452	97.2%	9.5	1.0	A
	Through	2,464	2,341	95.0%	15.2	0.9	B
	Right Turn	126	124	98.1%	13.9	2.2	B
	Subtotal	3,055	2,916	95.5%	14.2	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,724	3,560	95.6%	17.5	1.0	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

**Intersection 7**                      **5th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	40	43	108.0%	7.7	1.2	A
	Through	579	560	96.8%	17.4	0.7	B
	Right Turn						
	Subtotal	619	604	97.5%	16.7	0.7	B
SB	Left Turn						
	Through						
	Right Turn	126	121	95.9%	3.6	1.1	A
	Subtotal	126	121	95.9%	3.6	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	511	518	101.4%	8.9	0.9	A
	Right Turn	90	94	104.9%	5.2	1.5	A
	Subtotal	601	612	101.9%	8.3	0.9	A
Total		1,346	1,337	99.3%	11.7	0.5	B

**Intersection 8**                      **5th Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	171	174	102.0%	9.7	1.0	A
	Through	329	333	101.3%	11.6	0.7	B
	Right Turn	96	91	95.0%	7.1	1.6	A
	Subtotal	596	599	100.5%	10.3	0.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	342	336	98.4%	18.7	1.5	B
	Through	409	418	102.2%	8.6	0.9	A
	Right Turn						
	Subtotal	751	754	100.5%	13.1	0.8	B
WB	Left Turn						
	Through	100	91	91.2%	10.8	2.3	B
	Right Turn	31	36	116.1%	6.3	3.2	A
	Subtotal	131	127	97.1%	9.6	2.1	A
Total		1,478	1,480	100.2%	11.7	0.6	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 9                      5th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	662	652	98.4%	17.0	2.1	B
	Right Turn	405	423	104.5%	15.9	5.2	B
	Subtotal	1,067	1,075	100.7%	16.5	3.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	36	36	98.9%	10.9	1.8	B
	Through	406	403	99.2%	12.0	1.3	B
	Right Turn						
	Subtotal	442	438	99.2%	11.9	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,509	1,513	100.3%	15.2	2.4	B

Intersection 10                      5th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	185	194	104.6%	12.0	1.7	B
	Through	695	721	103.7%	11.8	1.4	B
	Right Turn						
	Subtotal	880	914	103.9%	11.9	1.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	358	336	94.0%	8.8	1.4	A
	Right Turn	183	194	105.8%	6.3	1.0	A
	Subtotal	541	530	98.0%	7.9	1.1	A
Total		1,421	1,444	101.6%	10.4	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 11                      5th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	244	253	103.6%	33.8	4.1	C
	Right Turn	33	30	89.7%	8.2	2.7	A
	Subtotal	277	282	101.9%	31.1	4.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	636	657	103.3%	6.9	0.6	A
	Through	1,788	1,750	97.9%	7.0	0.5	A
	Right Turn						
	Subtotal	2,424	2,407	99.3%	7.0	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,701	2,689	99.6%	9.5	0.6	A

Intersection 12                      6th Street/J Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	22	20	90.9%	28.4	8.7	D
	Through						
	Right Turn						
	Subtotal	22	20	90.9%	28.4	8.7	D
EB	Left Turn	284	260	91.7%	4.9	0.5	A
	Through	2,452	2,322	94.7%	4.8	0.1	A
	Right Turn						
	Subtotal	2,736	2,582	94.4%	4.8	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,758	2,602	94.3%	5.0	0.2	A



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 13                      7th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	100	100	100.0%	23.5	2.8	C
	Through	285	276	97.0%	24.2	1.7	C
	Right Turn						
	Subtotal	385	376	97.8%	24.0	1.8	C
EB	Left Turn						
	Through	2,169	2,050	94.5%	7.1	0.4	A
	Right Turn	305	294	96.3%	7.3	0.9	A
	Subtotal	2,474	2,344	94.7%	7.1	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,859	2,720	95.1%	9.5	0.5	A

Intersection 14                      7th Street/L Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	318	300	94.3%	11.4	1.0	B
	Right Turn	118	121	102.4%	8.7	2.2	A
	Subtotal	436	421	96.5%	10.6	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	183	196	107.1%	10.8	1.1	B
	Through	561	577	102.9%	10.6	0.6	B
	Right Turn						
	Subtotal	744	773	103.9%	10.6	0.6	B
Total		1,180	1,194	101.2%	10.6	0.6	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 15                      8th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	112	94	84.3%	7.1	1.1	A
	Through	317	304	95.8%	12.8	1.5	B
	Right Turn						
	Subtotal	429	398	92.8%	11.4	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	175	188	107.2%	9.0	1.8	A
	Right Turn	131	146	111.1%	3.2	0.5	A
	Subtotal	306	333	108.9%	6.5	1.2	A
Total		735	731	99.5%	9.2	0.8	A

Intersection 16                      8th Street/H Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	342	324	94.9%	6.0	0.8	A
	Right Turn	91	83	91.4%	3.9	0.6	A
	Subtotal	433	408	94.1%	5.6	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	195	184	94.6%	14.6	1.8	B
	Through	379	374	98.7%	13.1	1.7	B
	Right Turn						
	Subtotal	574	558	97.3%	13.6	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,007	966	95.9%	10.2	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 17                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	128	117	91.3%	6.3	1.0	A
	Through	378	348	92.2%	6.2	0.5	A
	Right Turn						
	Subtotal	506	465	91.9%	6.3	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	742	728	98.1%	10.1	1.3	B
	Right Turn	134	138	102.7%	5.1	1.0	A
	Subtotal	876	865	98.8%	9.3	1.1	A
Total		1,382	1,330	96.3%	8.3	0.7	A

Intersection 18                      8th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	203	195	96.2%	24.1	3.7	C
	Right Turn	131	138	105.3%	19.1	2.7	B
	Subtotal	334	333	99.8%	22.0	2.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	312	286	91.7%	6.1	0.8	A
	Through	1,957	1,852	94.6%	6.2	0.6	A
	Right Turn						
	Subtotal	2,269	2,138	94.2%	6.2	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,603	2,471	94.9%	8.4	0.7	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	140	146	104.3%	6.8	1.1	A
	Through	230	227	98.6%	10.5	1.4	B
	Right Turn						
	Subtotal	370	373	100.8%	9.1	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	604	628	104.0%	11.1	0.4	B
	Right Turn	111	113	101.6%	7.3	1.0	A
	Subtotal	715	741	103.6%	10.5	0.3	B
<b>Total</b>		<b>1,085</b>	<b>1,114</b>	<b>102.6%</b>	<b>10.1</b>	<b>0.4</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	294	314	106.9%	6.6	0.8	A
	Right Turn	108	114	105.6%	4.4	0.7	A
	Subtotal	402	428	106.6%	6.0	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	214	206	96.1%	16.9	2.3	B
	Through	691	714	103.3%	18.3	1.1	B
	Right Turn						
	Subtotal	905	919	101.6%	18.0	0.9	B
<b>Total</b>		<b>1,307</b>	<b>1,348</b>	<b>103.1%</b>	<b>14.2</b>	<b>0.8</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 21                      9th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	197	197	99.9%	8.3	0.4	A
	Through	399	408	102.3%	9.5	0.8	A
	Right Turn						
	Subtotal	596	605	101.5%	9.1	0.7	A
EB	Left Turn						
	Through	376	389	103.4%	9.2	1.1	A
	Right Turn	61	58	95.7%	3.1	0.5	A
	Subtotal	437	447	102.3%	8.4	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,033	1,052	101.8%	8.8	0.5	A

Intersection 22                      9th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	355	349	98.3%	6.6	0.8	A
	Right Turn	144	147	101.9%	4.5	0.5	A
	Subtotal	499	496	99.3%	6.0	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	94	99	105.5%	5.5	1.1	A
	Through	702	717	102.1%	5.8	0.5	A
	Right Turn						
	Subtotal	796	816	102.5%	5.8	0.5	A
Total		1,295	1,312	101.3%	5.8	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 23

9th Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	146	151	103.6%	7.5	1.3	A
	Through	300	294	97.9%	5.3	1.0	A
	Right Turn						
	Subtotal	446	445	99.7%	6.0	0.7	A
EB	Left Turn						
	Through	1,271	1,276	100.4%	18.4	1.8	B
	Right Turn	85	89	104.9%	5.6	1.5	A
	Subtotal	1,356	1,365	100.6%	17.6	1.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,802	1,810	100.4%	14.8	1.4	B

Intersection 24

10th Street/L Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	184	207	112.6%	9.2	1.6	A
	Through	562	563	100.1%	5.7	0.7	A
	Right Turn						
	Subtotal	746	770	103.2%	6.7	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	792	802	101.3%	9.3	1.0	A
	Right Turn	217	215	99.2%	5.9	0.6	A
	Subtotal	1,009	1,017	100.8%	8.5	0.8	A
Total		1,755	1,787	101.8%	7.7	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 25                      10th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	758	768	101.3%	7.5	0.6	A
	Right Turn	120	125	104.3%	7.1	1.3	A
	Subtotal	878	893	101.7%	7.5	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	59	65	110.5%	10.7	1.1	B
	Through	507	513	101.2%	10.9	0.6	B
	Right Turn						
	Subtotal	566	578	102.2%	10.9	0.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,444	1,471	101.9%	8.8	0.4	A

Intersection 26                      10th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	142	150	105.9%	16.7	1.3	B
	Through	1,064	1,069	100.5%	17.2	1.5	B
	Right Turn						
	Subtotal	1,206	1,219	101.1%	17.1	1.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	654	668	102.2%	10.2	1.0	B
	Right Turn	153	163	106.4%	5.6	1.3	A
	Subtotal	807	831	103.0%	9.3	0.9	A
Total		2,013	2,050	101.9%	14.0	1.0	B



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 27                      10th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	810	810	100.0%	11.5	1.5	B
	Right Turn	68	74	109.4%	9.7	2.4	A
	Subtotal	878	885	100.8%	11.3	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	402	419	104.3%	19.8	0.8	B
	Through	1,030	1,014	98.4%	20.8	1.0	C
	Right Turn						
	Subtotal	1,432	1,433	100.1%	20.5	0.8	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,310	2,318	100.3%	17.0	0.5	B

Intersection 28                      12th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,333	1,316	98.7%	11.0	1.2	B
	Right Turn	188	187	99.6%	5.2	1.0	A
	Subtotal	1,521	1,503	98.8%	10.3	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	26	25	96.9%	8.9	3.0	A
	Through	226	242	107.3%	9.7	1.0	A
	Right Turn						
	Subtotal	252	268	106.2%	9.6	0.9	A
Total		1,773	1,771	99.9%	10.2	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 29                      15th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	99	111	111.9%	6.1	1.1	A
	Through	628	634	101.0%	5.5	0.4	A
	Right Turn						
	Subtotal	727	745	102.4%	5.5	0.4	A
EB	Left Turn						
	Through	456	480	105.4%	18.7	3.6	B
	Right Turn	91	89	97.6%	4.6	1.0	A
	Subtotal	547	569	104.1%	16.5	3.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,274	1,314	103.1%	10.3	1.5	B

Intersection 30                      15th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	415	408	98.2%	13.9	0.9	B
	Right Turn	128	130	101.9%	10.9	2.4	B
	Subtotal	543	538	99.1%	13.2	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	705	710	100.8%	8.3	1.2	A
	Through	585	582	99.5%	14.3	0.8	B
	Right Turn						
	Subtotal	1,290	1,292	100.2%	11.0	0.9	B
Total		1,833	1,830	99.9%	11.7	0.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 31                      15th Street-X Street/US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	566	566	100.1%	26.2	2.1	C
	Right Turn	34	41	120.0%	9.2	3.1	A
	Subtotal	600	607	101.2%	25.1	2.4	C
SB	Left Turn	264	258	97.7%	12.8	1.3	B
	Through	371	357	96.2%	15.9	1.0	B
	Right Turn						
	Subtotal	635	615	96.8%	14.6	0.8	B
SE	Left Turn	492	501	101.9%	18.9	2.0	B
	Through						
	Right Turn	68	68	100.6%	12.8	3.5	B
	Subtotal	560	570	101.7%	18.2	1.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,795	1,792	99.8%	19.3	0.8	B

Intersection 32                      15th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	309	308	99.5%	22.2	1.0	C
	Through						
	Right Turn	108	110	101.9%	8.8	0.9	A
	Subtotal	417	418	100.1%	18.6	0.7	B
EB	Left Turn						
	Through	444	430	96.8%	8.8	1.1	A
	Right Turn						
	Subtotal	444	430	96.8%	8.8	1.1	A
WB	Left Turn						
	Through	526	529	100.6%	15.8	1.0	B
	Right Turn						
	Subtotal	526	529	100.6%	15.8	1.0	B
Total		1,387	1,376	99.2%	14.5	0.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	962	984	102.3%	3.7	0.6	A
	Right Turn	25	28	110.4%	2.9	0.8	A
	Subtotal	987	1,012	102.5%	3.7	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	131	126	95.9%	6.2	0.9	A
	Through	252	262	103.8%	15.8	2.0	B
	Right Turn						
	Subtotal	383	387	101.1%	12.7	1.4	B
WB	Left Turn						
	Through						
	Right Turn	38	32	83.2%	4.1	1.6	A
	Subtotal	38	32	83.2%	4.1	1.6	A
Total		1,408	1,430	101.6%	6.2	0.7	A

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	356	355	99.7%	9.6	1.7	A
	Through	836	878	105.0%	6.1	0.6	A
	Right Turn						
	Subtotal	1,192	1,233	103.4%	7.1	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	766	760	99.2%	10.3	0.8	B
	Right Turn	151	136	89.8%	4.3	1.6	A
	Subtotal	917	896	97.7%	9.4	0.7	A
Total		2,109	2,128	100.9%	8.0	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 35                      16th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,089	1,118	102.7%	15.4	1.8	B
	Right Turn	95	89	93.5%	4.0	0.5	A
	Subtotal	1,184	1,207	102.0%	14.5	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	103	114	111.1%	13.2	2.4	B
	Through	776	778	100.2%	10.1	0.5	B
	Right Turn						
	Subtotal	879	892	101.5%	10.5	0.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,063	2,099	101.8%	12.8	1.0	B

Intersection 36                      16th Street/N Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,204	1,202	99.8%	13.2	1.2	B
	Right Turn	134	131	97.9%	5.7	1.9	A
	Subtotal	1,338	1,333	99.6%	12.5	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	269	282	105.0%	6.7	0.8	A
	Through	288	313	108.6%	5.8	0.9	A
	Right Turn						
	Subtotal	557	595	106.9%	6.2	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,895	1,928	101.7%	10.6	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 37                      W Street-16th Street/16th Street-US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	249	243	97.5%	14.7	0.9	B
	Through	949	963	101.5%	26.0	0.9	C
	Right Turn						
	Subtotal	1,198	1,206	100.6%	23.7	1.0	C
WB	Left Turn						
	Through	711	740	104.0%	27.2	2.7	C
	Right Turn	164	174	106.1%	11.8	2.0	B
	Subtotal	875	914	104.4%	24.3	2.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	330	319	96.6%	22.5	2.6	C
	Through						
	Right Turn	643	662	103.0%	31.2	2.0	C
	Subtotal	973	981	100.8%	28.4	1.2	C
Total		3,046	3,100	101.8%	25.4	1.0	C

Intersection 38                      16th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	847	840	99.2%	7.3	0.8	A
	Right Turn	394	395	100.3%	9.4	1.7	A
	Subtotal	1,241	1,235	99.5%	8.0	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	563	570	101.2%	11.8	1.2	B
	Through	759	764	100.7%	11.9	1.4	B
	Right Turn						
	Subtotal	1,322	1,334	100.9%	11.9	1.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,563	2,570	100.3%	10.0	0.9	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

**Intersection 39**                      **16th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	76	78	102.6%	22.4	4.0	C
	Through	874	838	95.8%	22.7	4.3	C
	Right Turn	56	55	98.6%	16.7	4.3	B
	Subtotal	1,006	971	96.5%	22.3	4.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	89	94	106.1%	33.7	9.6	C
	Through	500	478	95.7%	11.7	1.4	B
	Right Turn	164	178	108.8%	2.9	0.4	A
	Subtotal	753	751	99.8%	12.6	2.5	B
WB	Left Turn	53	51	95.8%	35.5	4.6	D
	Through	450	479	106.4%	17.0	2.3	B
	Right Turn	278	276	99.1%	12.8	1.6	B
	Subtotal	781	805	103.1%	16.7	1.7	B
Total		2,540	2,527	99.5%	17.7	1.9	B

**Intersection 40**                      **19th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	38	40	105.3%	6.4	1.9	A
	Through	402	404	100.4%	7.7	1.0	A
	Right Turn						
	Subtotal	440	444	100.8%	7.6	1.0	A
EB	Left Turn						
	Through	270	270	100.0%	9.1	1.5	A
	Right Turn	52	56	108.5%	5.9	2.0	A
	Subtotal	322	326	101.4%	8.5	1.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		762	770	101.0%	8.0	0.6	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 41                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	283	286	101.1%	11.3	2.0	B
	Right Turn	58	53	91.7%	2.8	1.0	A
	Subtotal	341	339	99.5%	10.0	1.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	87	94	108.0%	15.6	3.0	B
	Through	862	899	104.3%	14.8	1.5	B
	Right Turn						
	Subtotal	949	993	104.7%	14.9	1.6	B
Total		1,290	1,332	103.3%	13.7	1.4	B

Intersection 42                      19th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	121	120	99.2%	6.2	1.0	A
	Through	249	258	103.5%	6.9	1.0	A
	Right Turn						
	Subtotal	370	378	102.1%	6.7	0.8	A
EB	Left Turn						
	Through	849	841	99.1%	12.7	0.6	B
	Right Turn	69	78	113.0%	4.4	2.0	A
	Subtotal	918	919	100.1%	12.0	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,288	1,297	100.7%	10.4	0.5	B



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 43                      19th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	106	108	101.5%	34.1	7.4	C
	Through						
	Right Turn	42	39	93.3%	20.9	7.4	C
	Subtotal	148	147	99.2%	30.2	6.6	C
SB	Left Turn	49	42	84.9%	19.1	2.8	B
	Through	225	245	109.0%	22.3	1.8	C
	Right Turn	44	48	110.0%	6.4	1.3	A
	Subtotal	318	335	105.4%	19.7	1.6	B
EB	Left Turn						
	Through	456	432	94.7%	10.5	1.5	B
	Right Turn	76	88	115.3%	4.2	0.7	A
	Subtotal	532	520	97.7%	9.4	1.4	A
WB	Left Turn	24	21	88.3%	39.8	7.5	D
	Through	653	652	99.9%	8.7	1.5	A
	Right Turn						
	Subtotal	677	674	99.5%	9.6	1.5	A
Total		1,675	1,675	100.0%	13.4	1.2	B

Intersection 44                      21st Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	906	927	102.3%	15.5	1.5	B
	Right Turn	75	80	106.7%	13.1	2.8	B
	Subtotal	981	1,007	102.6%	15.3	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	130	136	104.9%	14.2	2.3	B
	Through	125	121	97.0%	9.7	1.0	A
	Right Turn						
	Subtotal	255	258	101.0%	12.1	1.7	B
WB	Left Turn						
	Through						
	Right Turn	81	76	93.8%	9.5	3.0	A
	Subtotal	81	76	93.8%	9.5	3.0	A
Total		1,317	1,340	101.8%	14.3	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 45                      21st Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	666	647	97.2%	10.3	0.9	B
	Right Turn	130	133	102.2%	5.3	1.2	A
	Subtotal	796	780	98.0%	9.4	0.8	A
SB	Left Turn						
	Through	109	116	106.4%	8.4	2.2	A
	Right Turn						
	Subtotal	109	116	106.4%	8.4	2.2	A
EB	Left Turn	155	161	104.0%	8.4	0.9	A
	Through	753	731	97.1%	8.0	1.1	A
	Right Turn	45	41	91.6%	4.3	1.9	A
	Subtotal	953	934	98.0%	7.9	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,858	1,830	98.5%	8.6	0.5	A

Intersection 46                      9th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	345	319	92.5%	13.0	1.9	B
	Right Turn	63	62	97.8%	2.5	1.2	A
	Subtotal	408	381	93.3%	11.3	1.6	B
SE	Left Turn	439	449	102.2%	30.2	2.8	C
	Through						
	Right Turn	52	48	91.5%	25.8	4.3	C
	Subtotal	491	496	101.1%	29.8	2.7	C
EB	Left Turn	31	33	107.1%	20.9	6.5	C
	Through	103	102	99.0%	18.4	4.7	B
	Right Turn	13	16	126.2%	2.0	1.0	A
	Subtotal	147	152	103.1%	17.1	3.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,046	1,029	98.4%	21.1	1.7	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 47                      29th Street/J Street-B-80 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	34	34	98.8%	29.1	5.7	C
	Through	224	235	104.8%	23.8	4.5	C
	Right Turn						
	Subtotal	258	268	104.0%	24.3	4.3	C
EB	Left Turn						
	Through	587	617	105.1%	18.5	0.6	B
	Right Turn	203	194	95.8%	8.2	1.7	A
	Subtotal	790	812	102.7%	16.0	0.7	B
SW	Left Turn	353	330	93.6%	31.5	5.2	C
	Through	479	470	98.1%	23.9	2.6	C
	Right Turn						
	Subtotal	832	800	96.2%	27.0	3.3	C
Total		1,880	1,880	100.0%	21.9	1.6	C

Intersection 48                      29th Street/29th Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	579	559	96.5%	20.4	1.4	C
	Through						
	Right Turn	345	345	100.1%	18.1	2.1	B
	Subtotal	924	904	97.8%	19.5	1.4	B
SB	Left Turn						
	Through	255	251	98.4%	24.8	3.8	C
	Right Turn	75	67	89.1%	8.6	2.4	A
	Subtotal	330	318	96.2%	21.6	3.5	C
WB	Left Turn	75	75	100.3%	6.2	1.4	A
	Through	530	487	91.9%	11.6	1.2	B
	Right Turn						
	Subtotal	605	562	93.0%	10.9	1.1	B
Total		1,859	1,784	96.0%	17.1	1.2	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 49 SR 99 on-ramp/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	446	454	101.7%	0.4	0.1	A
	Right Turn	183	177	96.8%	0.7	0.1	A
	Subtotal	629	631	100.3%	0.5	0.1	A
WB	Left Turn	207	189	91.2%	5.9	0.7	A
	Through	867	895	103.2%	1.3	0.2	A
	Right Turn						
	Subtotal	1,074	1,084	100.9%	2.1	0.2	A
Total		1,703	1,714	100.7%	1.5	0.2	A

Intersection 50 30th Street/J Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	223	218	97.6%	19.4	3.1	B
	Through	223	216	96.7%	13.4	1.0	B
	Right Turn	136	140	102.9%	5.9	1.0	A
	Subtotal	582	573	98.5%	13.8	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	261	272	104.4%	13.1	1.8	B
	Through	713	714	100.2%	25.6	1.4	C
	Right Turn						
	Subtotal	974	987	101.3%	22.2	1.4	C
WB	Left Turn						
	Through						
	Right Turn	139	130	93.8%	26.6	4.9	C
	Subtotal	139	130	93.8%	26.6	4.9	C
Total		1,695	1,690	99.7%	19.8	1.0	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 51                      30th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	355	357	100.5%	15.2	1.6	B
	Through	196	194	99.2%	12.8	2.5	B
	Right Turn						
	Subtotal	551	551	100.0%	14.4	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	527	479	90.9%	4.8	0.8	A
	Right Turn	252	241	95.6%	4.2	0.9	A
	Subtotal	779	720	92.4%	4.6	0.7	A
Total		1,330	1,271	95.5%	8.9	0.7	A

Intersection 52                      SR 99 off-ramp/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	289	293	101.5%	10.0	0.8	A
	Through						
	Right Turn	243	239	98.3%	3.4	0.3	A
	Subtotal	532	532	100.0%	7.0	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	446	460	103.1%	5.0	0.8	A
	Right Turn						
	Subtotal	446	460	103.1%	5.0	0.8	A
WB	Left Turn						
	Through	785	798	101.7%	6.7	1.0	A
	Right Turn						
	Subtotal	785	798	101.7%	6.7	1.0	A
Total		1,763	1,790	101.6%	6.3	0.6	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	94	98	104.7%	28.8	5.2	C
	Through	311	325	104.6%	25.6	6.2	C
	Right Turn	192	187	97.5%	19.7	5.3	B
	Subtotal	597	611	102.3%	24.2	4.8	C
SB	Left Turn	133	133	100.2%	29.7	4.5	C
	Through	232	245	105.7%	17.3	1.4	B
	Right Turn	85	83	97.4%	11.7	2.4	B
	Subtotal	450	461	102.5%	19.9	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	78	69	88.2%	22.6	8.5	C
	Through	551	506	91.8%	20.6	1.7	C
	Right Turn	158	169	107.1%	7.5	1.5	A
	Subtotal	787	744	94.5%	17.9	1.9	B
Total		1,834	1,816	99.0%	20.6	2.1	C

Intersection 54 Alhambra Boulevard/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	339	348	102.5%	16.7	5.0	B
	Right Turn	26	29	112.3%	12.1	5.5	B
	Subtotal	365	377	103.2%	16.3	5.0	B
SB	Left Turn	59	54	90.8%	37.7	11.0	D
	Through	251	260	103.4%	32.4	10.6	C
	Right Turn						
	Subtotal	310	313	101.0%	33.2	10.6	C
EB	Left Turn	235	224	95.3%	23.9	3.9	C
	Through	36	33	91.1%	12.8	6.3	B
	Right Turn	94	96	102.1%	5.4	2.3	A
	Subtotal	365	353	96.7%	18.0	3.1	B
WB	Left Turn	10	8	84.0%	31.2	11.0	C
	Through						
	Right Turn	23	25	109.6%	9.4	5.4	A
	Subtotal	33	34	101.8%	13.5	7.0	B
Total		1,073	1,076	100.3%	21.8	5.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	514	506	98.4%	9.2	0.9	A
	Right Turn	6	8	133.3%	2.0	1.6	A
	Subtotal	520	514	98.8%	9.1	1.0	A
SE	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	54	51	94.8%	8.0	2.0	A
	Through	373	356	95.5%	9.0	0.9	A
	Right Turn						
	Subtotal	427	408	95.5%	8.8	0.9	A
Total		947	922	97.3%	9.0	0.8	A

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	426	424	99.6%	3.5	0.6	A
	Right Turn	118	126	106.8%	3.8	0.9	A
	Subtotal	544	550	101.2%	3.6	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	99	94	94.5%	19.6	2.5	B
	Through	753	778	103.3%	17.5	2.2	B
	Right Turn						
	Subtotal	852	872	102.3%	17.7	2.2	B
Total		1,396	1,422	101.9%	12.2	1.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
AM Peak Hour

Intersection 57                      15th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	64	66	103.8%	3.4	0.9	A
	Through	459	446	97.3%	2.7	0.4	A
	Right Turn						
	Subtotal	523	513	98.0%	2.8	0.4	A
EB	Left Turn						
	Through	544	523	96.1%	10.4	1.0	B
	Right Turn	104	118	113.8%	2.9	0.5	A
	Subtotal	648	641	99.0%	9.0	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,171	1,154	98.5%	6.3	0.6	A

Intersection 58                      19th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	93	96	103.2%	10.6	2.0	B
	Through	276	271	98.3%	14.3	1.1	B
	Right Turn						
	Subtotal	369	367	99.5%	13.3	1.2	B
EB	Left Turn						
	Through	704	700	99.4%	8.7	0.8	A
	Right Turn	106	118	110.9%	5.2	1.7	A
	Subtotal	810	818	100.9%	8.2	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,179	1,185	100.5%	9.8	0.7	A



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 1**                      **3rd Street-I-5 off-ramp/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	19	15	80.0%	27.6	13.0	C
	Through						
	Right Turn	445	437	98.2%	22.5	1.5	C
	Subtotal	464	452	97.5%	22.6	1.3	C
SB	Left Turn	203	196	96.6%	36.0	5.6	D
	Through	418	411	98.3%	32.5	5.3	C
	Right Turn						
	Subtotal	621	607	97.7%	33.6	4.8	C
EB	Left Turn	48	47	98.3%	78.3	32.0	E
	Through	844	777	92.0%	86.3	29.8	F
	Right Turn	603	452	74.9%	176.1	37.0	F
	Subtotal	1,495	1,276	85.3%	117.9	31.8	F
NB	Left Turn						
	Through						
	Right Turn	43	123	286.5%	23.4	3.6	C
	Subtotal	43	123	286.5%	23.4	3.6	C
<b>Total</b>		<b>2,623</b>	<b>2,458</b>	<b>93.7%</b>	<b>74.9</b>	<b>17.0</b>	<b>E</b>

**Intersection 2**                      **3rd Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	58	43	74.5%	26.2	5.4	C
	Through	905	793	87.6%	27.8	1.6	C
	Right Turn	761	646	84.9%	26.3	9.0	C
	Subtotal	1,724	1,482	86.0%	27.2	3.8	C
EB	Left Turn						
	Through	486	482	99.1%	21.9	3.4	C
	Right Turn	452	442	97.9%	25.9	7.7	C
	Subtotal	938	924	98.5%	23.9	5.5	C
WB	Left Turn	166	162	97.3%	45.9	25.7	D
	Through	429	440	102.5%	9.5	2.4	A
	Right Turn						
	Subtotal	595	601	101.0%	19.3	7.9	B
<b>Total</b>		<b>3,257</b>	<b>3,008</b>	<b>92.3%</b>	<b>24.7</b>	<b>4.3</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 3

3rd Street/P Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	674	668	99.1%	41.5	11.9	D
	Right Turn	883	837	94.8%	46.5	15.8	D
	Subtotal	1,557	1,504	96.6%	44.5	12.0	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	9	11	120.0%	16.5	3.8	B
	Through	2,042	2,057	100.7%	17.1	3.6	B
	Right Turn						
	Subtotal	2,051	2,068	100.8%	17.1	3.5	B
Total		3,608	3,572	99.0%	28.7	5.6	C

Intersection 4

3rd Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	135	136	100.4%	3.7	0.5	A
	Through	548	544	99.3%	4.6	0.8	A
	Right Turn						
	Subtotal	683	680	99.5%	4.4	0.7	A
EB	Left Turn						
	Through	443	443	100.0%	6.6	0.8	A
	Right Turn	98	102	103.7%	3.8	0.8	A
	Subtotal	541	544	100.6%	6.1	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,224	1,224	100.0%	5.2	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 5                      5th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	496	501	101.0%	9.7	1.9	A
	Left Turn 2	107	114	106.5%	16.4	1.2	B
	Left Turn	7	7	97.1%	18.1	4.9	B
	Through	142	144	101.4%	16.6	1.4	B
	Right Turn						
	Subtotal	752	766	101.8%	12.1	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	1,160	1,190	102.6%	19.3	2.5	B
	Through	292	284	97.3%	15.1	1.8	B
	Right Turn	41	39	95.6%	9.4	3.8	A
	Right Turn 2	133	135	101.7%	3.5	0.5	A
	Subtotal	1,626	1,648	101.4%	17.1	1.8	B
Total		2,378	2,414	101.5%	15.5	1.4	B

Intersection 6                      5th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	413	413	100.0%	26.7	2.7	C
	Right Turn	235	232	98.6%	12.7	2.1	B
	Subtotal	648	644	99.4%	21.7	2.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	305	296	97.2%	5.4	0.7	A
	Through	1,146	1,071	93.5%	6.4	0.6	A
	Right Turn	108	93	85.9%	5.2	1.8	A
	Subtotal	1,559	1,460	93.7%	6.1	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,207	2,105	95.4%	10.9	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 7                                      5th Street/L Street                                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	227	238	104.8%	16.8	3.1	B
	Through	528	532	100.8%	16.9	1.0	B
	Right Turn						
	Subtotal	755	770	102.0%	16.9	1.1	B
SB	Left Turn						
	Through						
	Right Turn	108	92	85.2%	5.3	1.4	A
	Subtotal	108	92	85.2%	5.3	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,375	1,336	97.2%	16.6	3.8	B
	Right Turn	120	117	97.7%	7.2	1.3	A
	Subtotal	1,495	1,453	97.2%	15.8	3.5	B
Total		2,358	2,316	98.2%	15.8	2.4	B

Intersection 8                                      5th Street/Capitol Mall                                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	198	192	96.8%	8.2	1.0	A
	Through	404	403	99.8%	10.3	0.8	B
	Right Turn	33	37	111.5%	6.1	2.2	A
	Subtotal	635	632	99.5%	9.4	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	292	290	99.5%	16.2	2.8	B
	Through	283	271	95.8%	7.6	2.0	A
	Right Turn						
	Subtotal	575	562	97.7%	12.1	2.2	B
WB	Left Turn						
	Through	344	337	97.9%	25.3	4.0	C
	Right Turn	82	86	105.4%	17.9	8.8	B
	Subtotal	426	423	99.3%	23.7	4.4	C
Total		1,636	1,616	98.8%	14.1	1.7	B

**Intersection 9    5th Street/N Street    Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	613	596	97.3%	15.7	1.1	B
	Right Turn	144	152	105.8%	4.9	1.4	A
	Subtotal	757	749	98.9%	13.5	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	62	63	101.9%	9.4	2.4	A
	Through	346	342	98.7%	11.3	1.2	B
	Right Turn						
	Subtotal	408	405	99.2%	10.9	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,165	1,154	99.0%	12.6	0.6	B

**Intersection 10    5th Street/P Street    Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	329	339	103.1%	30.8	4.6	C
	Through	448	450	100.4%	25.4	4.2	C
	Right Turn						
	Subtotal	777	789	101.6%	27.7	4.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,307	1,312	100.4%	9.9	0.7	A
	Right Turn	174	176	101.1%	5.9	0.9	A
	Subtotal	1,481	1,488	100.4%	9.4	0.7	A
Total		2,258	2,277	100.8%	15.8	1.8	B

**Intersection 11**                      **5th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	568	574	101.0%	15.8	2.2	B
	Right Turn	124	124	100.3%	4.3	0.7	A
	Subtotal	692	698	100.9%	13.8	2.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	209	218	104.3%	9.7	1.8	A
	Through	501	490	97.8%	8.5	0.9	A
	Right Turn						
	Subtotal	710	708	99.7%	8.9	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,402</b>	<b>1,406</b>	<b>100.3%</b>	<b>11.3</b>	<b>1.1</b>	<b>B</b>

**Intersection 12**                      **6th Street/J Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	42	104.0%	30.1	7.4	D
	Through						
	Right Turn						
	Subtotal	40	42	104.0%	30.1	7.4	D
EB	Left Turn	70	63	90.3%	3.2	1.1	A
	Through	1,311	1,230	93.8%	1.8	0.2	A
	Right Turn						
	Subtotal	1,381	1,293	93.6%	1.8	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,421</b>	<b>1,335</b>	<b>93.9%</b>	<b>2.7</b>	<b>0.4</b>	<b>A</b>

**Intersection 13**                      **7th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	60	61	102.0%	18.4	4.7	B
	Through	269	289	107.4%	23.4	4.2	C
	Right Turn						
	Subtotal	329	350	106.4%	22.5	4.2	C
EB	Left Turn						
	Through	1,141	1,074	94.1%	4.5	0.3	A
	Right Turn	210	201	95.6%	3.8	0.7	A
	Subtotal	1,351	1,274	94.3%	4.4	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,680</b>	<b>1,624</b>	<b>96.7%</b>	<b>8.3</b>	<b>1.2</b>	<b>A</b>

**Intersection 14**                      **7th Street/L Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	390	406	104.2%	11.6	0.8	B
	Right Turn	110	107	97.1%	10.4	2.0	B
	Subtotal	500	513	102.6%	11.4	1.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	109	106	96.9%	8.8	0.8	A
	Through	1,187	1,155	97.3%	9.3	0.4	A
	Right Turn						
	Subtotal	1,296	1,261	97.3%	9.2	0.4	A
<b>Total</b>		<b>1,796</b>	<b>1,774</b>	<b>98.8%</b>	<b>9.9</b>	<b>0.4</b>	<b>A</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 15**                      **8th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	138	151	109.3%	4.5	0.7	A
	Through	282	292	103.7%	5.9	0.8	A
	Right Turn						
	Subtotal	420	443	105.5%	5.4	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	270	268	99.1%	9.4	1.7	A
	Right Turn	25	23	92.8%	3.1	1.7	A
	Subtotal	295	291	98.6%	8.9	1.6	A
<b>Total</b>		<b>715</b>	<b>734</b>	<b>102.7%</b>	<b>6.8</b>	<b>0.7</b>	<b>A</b>

**Intersection 16**                      **8th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	266	274	103.2%	4.0	0.6	A
	Right Turn	165	159	96.2%	3.4	0.8	A
	Subtotal	431	433	100.5%	3.8	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	56	61	109.3%	11.6	3.2	B
	Through	348	359	103.2%	10.4	1.4	B
	Right Turn						
	Subtotal	404	420	104.1%	10.6	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>835</b>	<b>854</b>	<b>102.2%</b>	<b>7.2</b>	<b>0.6</b>	<b>A</b>



**Intersection 17**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	336	339	101.0%	13.0	1.3	B
	Through	428	435	101.7%	8.7	0.7	A
	Right Turn						
	Subtotal	764	774	101.4%	10.6	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,667	1,669	100.1%	18.4	1.7	B
	Right Turn	46	36	78.3%	6.2	2.6	A
	Subtotal	1,713	1,705	99.5%	18.2	1.7	B
<b>Total</b>		<b>2,477</b>	<b>2,480</b>	<b>100.1%</b>	<b>15.8</b>	<b>1.2</b>	<b>B</b>

**Intersection 18**                      **8th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	350	347	99.2%	23.6	4.1	C
	Right Turn	181	174	95.9%	16.9	3.1	B
	Subtotal	531	521	98.1%	21.4	3.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	111	111	99.8%	3.9	0.6	A
	Through	1,090	1,024	93.9%	2.3	0.4	A
	Right Turn						
	Subtotal	1,201	1,134	94.5%	2.4	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,732</b>	<b>1,655</b>	<b>95.6%</b>	<b>8.4</b>	<b>1.3</b>	<b>A</b>

**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	116	104	90.0%	7.8	1.3	A
	Through	315	324	102.7%	10.4	0.6	B
	Right Turn						
	Subtotal	431	428	99.3%	9.7	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,180	1,165	98.7%	12.9	0.6	B
	Right Turn	104	109	104.6%	10.7	1.4	B
	Subtotal	1,284	1,274	99.2%	12.7	0.6	B
<b>Total</b>		<b>1,715</b>	<b>1,702</b>	<b>99.2%</b>	<b>12.0</b>	<b>0.5</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	411	398	96.9%	7.0	0.8	A
	Right Turn	90	97	107.6%	5.5	2.1	A
	Subtotal	501	495	98.8%	6.7	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	624	588	94.3%	23.4	2.0	C
	Through	1,168	1,149	98.4%	24.7	2.0	C
	Right Turn						
	Subtotal	1,792	1,738	97.0%	24.3	1.9	C
<b>Total</b>		<b>2,293</b>	<b>2,233</b>	<b>97.4%</b>	<b>20.4</b>	<b>1.7</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 21**                      **9th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	301	282	93.7%	14.6	1.6	B
	Through	746	737	98.8%	13.6	1.7	B
	Right Turn						
	Subtotal	1,047	1,019	97.3%	13.9	1.6	B
EB	Left Turn						
	Through	516	507	98.2%	9.7	0.7	A
	Right Turn	67	68	101.5%	3.9	1.4	A
	Subtotal	583	575	98.6%	9.1	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,630</b>	<b>1,594</b>	<b>97.8%</b>	<b>12.2</b>	<b>1.2</b>	<b>B</b>

**Intersection 22**                      **9th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	822	795	96.7%	21.2	13.0	C
	Right Turn	201	208	103.3%	19.5	12.9	B
	Subtotal	1,023	1,002	98.0%	20.9	13.0	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	175	162	92.6%	4.7	1.0	A
	Through	948	956	100.8%	4.3	0.5	A
	Right Turn						
	Subtotal	1,123	1,118	99.6%	4.4	0.6	A
<b>Total</b>		<b>2,146</b>	<b>2,120</b>	<b>98.8%</b>	<b>12.4</b>	<b>7.0</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 23**                      **9th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	100	100	100.0%	8.0	2.6	A
	Through	939	898	95.6%	9.2	2.5	A
	Right Turn						
	Subtotal	1,039	998	96.0%	9.1	2.5	A
EB	Left Turn						
	Through	847	878	103.7%	12.0	1.1	B
	Right Turn	175	179	102.2%	7.3	1.3	A
	Subtotal	1,022	1,057	103.4%	11.2	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,061</b>	<b>2,055</b>	<b>99.7%</b>	<b>10.3</b>	<b>1.2</b>	<b>B</b>

**Intersection 24**                      **10th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	165	149	90.4%	10.2	1.0	B
	Through	432	426	98.7%	6.1	0.7	A
	Right Turn						
	Subtotal	597	576	96.4%	7.1	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,499	1,490	99.4%	17.3	2.7	B
	Right Turn	236	223	94.6%	8.4	2.2	A
	Subtotal	1,735	1,714	98.8%	16.1	2.5	B
<b>Total</b>		<b>2,332</b>	<b>2,289</b>	<b>98.2%</b>	<b>13.9</b>	<b>1.9</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	649	618	95.3%	5.8	1.1	A
	Right Turn	131	140	106.9%	4.7	1.7	A
	Subtotal	780	758	97.2%	5.6	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	71	70	98.0%	10.4	0.9	B
	Through	756	728	96.3%	11.8	0.4	B
	Right Turn						
	Subtotal	827	798	96.5%	11.7	0.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,607</b>	<b>1,556</b>	<b>96.9%</b>	<b>8.7</b>	<b>0.6</b>	<b>A</b>

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	135	149	110.5%	15.4	1.9	B
	Through	455	446	98.0%	15.3	0.6	B
	Right Turn						
	Subtotal	590	595	100.9%	15.3	0.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,000	983	98.3%	12.8	1.5	B
	Right Turn	114	100	88.1%	3.6	0.9	A
	Subtotal	1,114	1,084	97.3%	11.9	1.5	B
<b>Total</b>		<b>1,704</b>	<b>1,679</b>	<b>98.5%</b>	<b>13.2</b>	<b>1.0</b>	<b>B</b>

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	455	457	100.5%	9.1	1.1	A
	Right Turn	57	53	93.3%	4.3	1.5	A
	Subtotal	512	510	99.7%	8.6	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	131	133	101.7%	17.0	1.0	B
	Through	826	868	105.0%	17.3	0.5	B
	Right Turn						
	Subtotal	957	1,001	104.6%	17.2	0.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,469</b>	<b>1,511</b>	<b>102.9%</b>	<b>14.3</b>	<b>0.4</b>	<b>B</b>

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,254	1,231	98.2%	10.6	1.1	B
	Right Turn	79	74	94.2%	3.4	0.7	A
	Subtotal	1,333	1,306	97.9%	10.2	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	30	104.8%	7.9	2.1	A
	Through	143	150	105.2%	7.6	1.4	A
	Right Turn						
	Subtotal	172	181	105.1%	7.7	1.2	A
<b>Total</b>		<b>1,505</b>	<b>1,486</b>	<b>98.8%</b>	<b>9.9</b>	<b>1.0</b>	<b>A</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 29**                      **15th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	167	167	99.9%	9.8	1.2	A
	Through	1,275	1,276	100.1%	7.5	0.5	A
	Right Turn						
	Subtotal	1,442	1,443	100.1%	7.7	0.6	A
EB	Left Turn						
	Through	760	768	101.1%	29.6	4.9	C
	Right Turn	197	195	98.9%	7.9	1.4	A
	Subtotal	957	963	100.6%	25.2	3.8	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,399</b>	<b>2,406</b>	<b>100.3%</b>	<b>14.8</b>	<b>1.8</b>	<b>B</b>

**Intersection 30**                      **15th Street/W Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,220	1,161	95.1%	31.2	12.4	C
	Right Turn	423	445	105.2%	11.9	3.0	B
	Subtotal	1,643	1,606	97.7%	25.9	9.6	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	888	857	96.5%	11.6	1.9	B
	Through	675	674	99.9%	13.9	1.4	B
	Right Turn						
	Subtotal	1,563	1,531	98.0%	12.6	1.2	B
<b>Total</b>		<b>3,206</b>	<b>3,137</b>	<b>97.8%</b>	<b>19.5</b>	<b>4.8</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 31                      15th Street-X Street/US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	566	728	128.6%	42.4	8.4	D
	Right Turn	34	65	190.6%	12.6	4.2	B
	Subtotal	600	793	132.1%	40.0	7.6	D
SB	Left Turn	741	668	90.1%	58.0	3.2	E
	Through	827	787	95.2%	45.2	6.7	D
	Right Turn						
	Subtotal	1,568	1,455	92.8%	51.2	4.5	D
SE	Left Turn	510	524	102.7%	18.0	1.3	B
	Through						
	Right Turn	157	164	104.7%	15.4	1.7	B
	Subtotal	667	688	103.1%	17.3	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,835	2,936	103.5%	40.4	3.1	D

Intersection 32                      15th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	731	702	96.1%	20.6	0.8	C
	Through						
	Right Turn	261	258	99.0%	9.4	0.6	A
	Subtotal	992	961	96.9%	17.6	0.7	B
EB	Left Turn						
	Through	624	602	96.4%	9.6	0.9	A
	Right Turn						
	Subtotal	624	602	96.4%	9.6	0.9	A
WB	Left Turn						
	Through	556	576	103.6%	18.5	1.2	B
	Right Turn						
	Subtotal	556	576	103.6%	18.5	1.2	B
Total		2,172	2,138	98.5%	15.6	0.7	B



**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	2,008	1,970	98.1%	10.6	1.7	B
	Right Turn	41	36	86.8%	9.8	2.6	A
	Subtotal	2,049	2,006	97.9%	10.6	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	547	509	93.1%	14.4	2.3	B
	Through	427	401	94.0%	34.7	14.4	C
	Right Turn						
	Subtotal	974	910	93.5%	23.6	8.0	C
WB	Left Turn						
	Through						
	Right Turn	57	56	98.2%	5.2	1.6	A
	Subtotal	57	56	98.2%	5.2	1.6	A
<b>Total</b>		<b>3,080</b>	<b>2,972</b>	<b>96.5%</b>	<b>14.5</b>	<b>2.8</b>	<b>B</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	295	277	94.0%	12.1	1.7	B
	Through	1,710	1,677	98.1%	10.6	1.6	B
	Right Turn						
	Subtotal	2,005	1,954	97.5%	10.8	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	663	665	100.3%	9.9	0.5	A
	Right Turn	339	334	98.5%	13.6	4.2	B
	Subtotal	1,002	999	99.7%	11.2	1.6	B
<b>Total</b>		<b>3,007</b>	<b>2,953</b>	<b>98.2%</b>	<b>11.0</b>	<b>1.4</b>	<b>B</b>

**Intersection 35**                      **16th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,735	1,696	97.8%	24.1	3.7	C
	Right Turn	115	130	112.7%	10.7	2.6	B
	Subtotal	1,850	1,826	98.7%	23.2	3.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	270	261	96.7%	22.2	2.1	C
	Through	1,415	1,382	97.7%	15.4	1.0	B
	Right Turn						
	Subtotal	1,685	1,644	97.5%	16.4	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,535</b>	<b>3,469</b>	<b>98.1%</b>	<b>20.0</b>	<b>1.9</b>	<b>C</b>

**Intersection 36**                      **16th Street/N Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,312	1,331	101.5%	14.7	1.7	B
	Right Turn	110	123	111.6%	7.3	1.5	A
	Subtotal	1,422	1,454	102.3%	14.0	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	301	305	101.4%	7.7	1.1	A
	Through	662	666	100.6%	7.2	0.7	A
	Right Turn						
	Subtotal	963	971	100.9%	7.4	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,385</b>	<b>2,425</b>	<b>101.7%</b>	<b>11.4</b>	<b>1.1</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 37                      W Street-16th Street/16th Street-US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	194	207	106.6%	22.5	2.8	C
	Through	584	570	97.5%	18.6	1.2	B
	Right Turn						
	Subtotal	778	776	99.8%	19.6	1.1	B
WB	Left Turn						
	Through	711	926	130.3%	30.3	4.0	C
	Right Turn	164	104	63.4%	10.0	2.0	A
	Subtotal	875	1,030	117.8%	28.3	3.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	406	390	96.2%	61.3	18.2	E
	Through						
	Right Turn	354	338	95.6%	46.0	6.8	D
	Subtotal	760	729	95.9%	54.5	13.0	D
Total		2,413	2,536	105.1%	33.4	3.8	C

Intersection 38                      16th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	480	476	99.1%	9.1	1.3	A
	Right Turn	186	190	102.4%	9.1	1.3	A
	Subtotal	666	666	100.0%	9.1	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	911	876	96.1%	15.0	1.1	B
	Through	1,104	1,057	95.7%	17.3	1.9	B
	Right Turn						
	Subtotal	2,015	1,932	95.9%	16.2	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,681	2,598	96.9%	14.4	1.4	B

**Intersection 39**                      **16th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	31	104.0%	17.5	2.9	B
	Through	354	353	99.8%	15.8	2.3	B
	Right Turn	46	48	104.3%	9.8	2.5	A
	Subtotal	430	432	100.6%	15.3	2.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	86	81	94.0%	27.0	4.7	C
	Through	729	713	97.8%	15.7	1.4	B
	Right Turn	540	512	94.8%	4.3	0.2	A
	Subtotal	1,355	1,306	96.4%	12.0	0.9	B
WB	Left Turn	198	194	98.0%	43.3	11.2	D
	Through	526	545	103.6%	16.6	1.5	B
	Right Turn	226	237	104.8%	12.1	2.4	B
	Subtotal	950	976	102.7%	21.0	2.7	C
Total		2,735	2,714	99.2%	15.8	1.1	B

**Intersection 40**                      **19th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	64	52	80.6%	14.3	2.3	B
	Through	908	926	102.0%	15.4	1.0	B
	Right Turn						
	Subtotal	972	978	100.6%	15.4	1.0	B
EB	Left Turn						
	Through	587	562	95.8%	13.5	1.7	B
	Right Turn	95	87	91.4%	11.2	2.6	B
	Subtotal	682	649	95.2%	13.2	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,654	1,627	98.4%	14.5	0.7	B

**Intersection 41**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	929	937	100.8%	19.1	2.8	B
	Right Turn	155	157	101.4%	10.7	3.5	B
	Subtotal	1,084	1,094	100.9%	17.9	2.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	193	186	96.4%	19.7	1.5	B
	Through	1,017	1,010	99.3%	16.4	0.9	B
	Right Turn						
	Subtotal	1,210	1,196	98.8%	16.9	0.7	B
<b>Total</b>		<b>2,294</b>	<b>2,290</b>	<b>99.8%</b>	<b>17.4</b>	<b>1.5</b>	<b>B</b>

**Intersection 42**                      **19th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	288	281	97.6%	10.0	1.7	B
	Through	834	852	102.2%	9.6	1.7	A
	Right Turn						
	Subtotal	1,122	1,133	101.0%	9.7	1.6	A
EB	Left Turn						
	Through	1,037	1,053	101.5%	15.3	0.8	B
	Right Turn	127	135	106.5%	10.3	2.0	B
	Subtotal	1,164	1,188	102.1%	14.7	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,286</b>	<b>2,321</b>	<b>101.5%</b>	<b>12.3</b>	<b>1.0</b>	<b>B</b>

**Intersection 43**                      **19th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	51	53	104.3%	32.6	5.6	C
	Through						
	Right Turn	24	26	110.0%	14.8	5.9	B
	Subtotal	75	80	106.1%	26.5	6.0	C
SB	Left Turn	123	131	106.7%	17.1	3.1	B
	Through	687	724	105.4%	20.1	1.6	C
	Right Turn	151	157	103.8%	9.3	1.1	A
	Subtotal	961	1,012	105.3%	18.0	1.3	B
EB	Left Turn						
	Through	596	595	99.9%	17.3	1.7	B
	Right Turn	146	166	114.0%	12.2	2.2	B
	Subtotal	742	762	102.6%	16.2	1.5	B
WB	Left Turn	64	60	93.1%	30.8	4.1	C
	Through	739	729	98.7%	11.3	1.7	B
	Right Turn						
	Subtotal	803	789	98.2%	12.7	1.7	B
<b>Total</b>		<b>2,581</b>	<b>2,642</b>	<b>102.4%</b>	<b>16.2</b>	<b>1.1</b>	<b>B</b>

**Intersection 44**                      **21st Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,047	1,046	99.9%	15.6	1.6	B
	Right Turn	28	29	104.3%	9.3	3.9	A
	Subtotal	1,075	1,075	100.0%	15.4	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	70	65	93.1%	22.7	3.6	C
	Through	208	208	100.2%	22.0	2.2	C
	Right Turn						
	Subtotal	278	274	98.4%	22.1	2.0	C
WB	Left Turn						
	Through						
	Right Turn	99	94	95.4%	10.9	1.9	B
	Subtotal	99	94	95.4%	10.9	1.9	B
<b>Total</b>		<b>1,452</b>	<b>1,443</b>	<b>99.4%</b>	<b>16.4</b>	<b>1.2</b>	<b>B</b>

**Intersection 45**                      **21st Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	560	555	99.1%	10.8	1.5	B
	Right Turn	95	97	101.9%	6.7	1.8	A
	Subtotal	655	652	99.5%	10.2	1.5	B
SB	Left Turn						
	Through	193	188	97.4%	9.2	1.6	A
	Right Turn						
	Subtotal	193	188	97.4%	9.2	1.6	A
EB	Left Turn	141	135	95.6%	10.0	1.4	A
	Through	1,115	1,156	103.6%	10.5	0.8	B
	Right Turn	55	54	97.5%	7.3	1.8	A
	Subtotal	1,311	1,344	102.5%	10.3	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,159	2,184	101.1%	10.2	0.5	B

**Intersection 46**                      **9th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	415	425	102.4%	18.1	2.7	B
	Right Turn	86	83	96.7%	3.2	1.1	A
	Subtotal	501	508	101.4%	15.7	2.4	B
SE	Left Turn	489	504	103.1%	26.9	3.0	C
	Through						
	Right Turn	111	113	101.6%	27.9	5.0	C
	Subtotal	600	617	102.9%	27.1	3.0	C
EB	Left Turn	166	178	107.0%	28.5	3.7	C
	Through	378	408	108.0%	27.7	2.2	C
	Right Turn	30	25	84.0%	2.7	1.4	A
	Subtotal	574	611	106.5%	26.9	2.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,675	1,736	103.7%	23.7	1.5	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 47**                      **29th Street/J Street-B-80 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	55	46	83.6%	25.8	6.2	C
	Through	287	299	104.1%	26.0	2.8	C
	Right Turn						
	Subtotal	342	345	100.8%	26.0	2.7	C
EB	Left Turn						
	Through	1,069	1,043	97.6%	17.4	2.7	B
	Right Turn	388	396	102.0%	15.4	5.2	B
	Subtotal	1,457	1,439	98.8%	16.8	3.2	B
SW	Left Turn	189	196	103.5%	28.9	5.5	C
	Through	269	266	99.0%	25.4	2.8	C
	Right Turn						
	Subtotal	458	462	100.9%	26.9	3.8	C
<b>Total</b>		<b>2,257</b>	<b>2,246</b>	<b>99.5%</b>	<b>20.4</b>	<b>2.5</b>	<b>C</b>

**Intersection 48**                      **29th Street/29th Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	276	285	103.3%	21.1	2.0	C
	Through						
	Right Turn	155	166	107.1%	20.1	2.9	C
	Subtotal	431	451	104.7%	20.7	1.5	C
SB	Left Turn						
	Through	255	342	134.3%	19.1	1.5	B
	Right Turn	75	78	104.0%	7.4	2.2	A
	Subtotal	330	420	127.4%	17.0	1.7	B
WB	Left Turn	123	111	90.1%	6.0	1.9	A
	Through	626	610	97.4%	12.0	1.6	B
	Right Turn						
	Subtotal	749	720	96.2%	11.1	1.6	B
<b>Total</b>		<b>1,510</b>	<b>1,592</b>	<b>105.4%</b>	<b>15.3</b>	<b>1.1</b>	<b>B</b>



**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	501	493	98.4%	1.1	0.3	A
	Right Turn	459	471	102.7%	2.4	0.5	A
	Subtotal	960	964	100.5%	1.7	0.4	A
WB	Left Turn	240	232	96.5%	6.2	0.7	A
	Through	825	832	100.8%	1.3	0.1	A
	Right Turn						
	Subtotal	1,065	1,064	99.9%	2.4	0.3	A
Total		2,025	2,028	100.1%	2.1	0.2	A

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	314	318	101.1%	18.8	2.1	B
	Through	504	486	96.5%	17.0	2.3	B
	Right Turn	122	124	101.6%	8.7	1.6	A
	Subtotal	940	928	98.7%	16.5	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	409	389	95.1%	10.5	0.8	B
	Through	904	921	101.9%	16.6	2.0	B
	Right Turn						
	Subtotal	1,313	1,310	99.7%	14.8	1.4	B
WB	Left Turn						
	Through						
	Right Turn	175	182	104.0%	33.9	9.6	C
	Subtotal	175	182	104.0%	33.9	9.6	C
Total		2,428	2,420	99.7%	17.0	1.1	B

**Intersection 51**                      **30th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	428	416	97.3%	12.8	1.8	B
	Through	262	272	103.7%	10.6	1.2	B
	Right Turn						
	Subtotal	690	688	99.7%	11.9	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	651	642	98.7%	4.5	0.9	A
	Right Turn	421	432	102.7%	4.4	1.1	A
	Subtotal	1,072	1,075	100.3%	4.5	0.5	A
<b>Total</b>		<b>1,762</b>	<b>1,763</b>	<b>100.0%</b>	<b>7.4</b>	<b>0.5</b>	<b>A</b>

**Intersection 52**                      **SR 99 off-ramp/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	149	137	91.8%	8.6	1.7	A
	Through						
	Right Turn	141	146	103.8%	3.5	0.5	A
	Subtotal	290	283	97.7%	6.0	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	501	498	99.3%	4.5	0.7	A
	Right Turn						
	Subtotal	501	498	99.3%	4.5	0.7	A
WB	Left Turn						
	Through	916	935	102.1%	6.6	0.7	A
	Right Turn						
	Subtotal	916	935	102.1%	6.6	0.7	A
<b>Total</b>		<b>1,707</b>	<b>1,716</b>	<b>100.5%</b>	<b>5.9</b>	<b>0.6</b>	<b>A</b>

**Intersection 53**                      **Alhambra Boulevard/Stockton Boulevard**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	179	158	88.5%	30.2	3.6	C
	Through	364	378	103.7%	33.1	6.8	C
	Right Turn	248	252	101.5%	26.8	6.8	C
	Subtotal	791	788	99.6%	30.4	5.1	C
SB	Left Turn	164	148	90.2%	31.3	3.0	C
	Through	305	305	100.1%	19.2	3.2	B
	Right Turn	84	90	107.6%	17.4	5.3	B
	Subtotal	553	544	98.3%	22.2	2.6	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	53	53	99.6%	29.4	7.6	C
	Through	742	761	102.5%	42.5	6.6	D
	Right Turn	179	181	101.0%	26.8	9.1	C
	Subtotal	974	994	102.1%	39.2	6.7	D
<b>Total</b>		<b>2,318</b>	<b>2,326</b>	<b>100.3%</b>	<b>32.3</b>	<b>3.9</b>	<b>C</b>

**Intersection 54**                      **Alhambra Boulevard/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	358	350	97.9%	39.6	32.0	D
	Right Turn						
	Subtotal	358	350	97.9%	39.6	32.0	D
SB	Left Turn	35	38	109.7%	38.3	8.9	D
	Through	323	328	101.7%	31.9	4.5	C
	Right Turn						
	Subtotal	358	367	102.5%	32.5	4.9	C
EB	Left Turn	328	324	98.7%	50.6	24.2	D
	Through	39	38	96.4%	18.7	8.7	B
	Right Turn	118	113	95.9%	10.5	7.8	B
	Subtotal	485	474	97.8%	38.6	19.4	D
WB	Left Turn	56	50	88.6%	28.5	4.1	C
	Through						
	Right Turn	105	112	106.3%	19.2	5.7	B
	Subtotal	161	161	100.1%	22.0	4.5	C
<b>Total</b>		<b>1,362</b>	<b>1,353</b>	<b>99.3%</b>	<b>34.8</b>	<b>12.8</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	521	496	95.2%	9.0	1.1	A
	Right Turn	21	26	121.9%	2.5	0.9	A
	Subtotal	542	522	96.2%	8.7	0.9	A
SE	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	52	48	92.3%	6.3	1.6	A
	Through	190	198	104.4%	7.5	1.1	A
	Right Turn						
	Subtotal	242	246	101.8%	7.3	1.1	A
Total		784	768	98.0%	8.2	0.8	A

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,185	1,166	98.4%	5.3	0.4	A
	Right Turn	161	164	101.9%	4.2	0.7	A
	Subtotal	1,346	1,330	98.8%	5.1	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	156	155	99.5%	16.6	2.8	B
	Through	630	646	102.6%	16.2	1.9	B
	Right Turn						
	Subtotal	786	802	102.0%	16.3	2.0	B
Total		2,132	2,132	100.0%	9.4	0.8	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions  
PM Peak Hour

**Intersection 57**                      **15th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	138	137	99.1%	4.1	0.7	A
	Through	1,193	1,171	98.2%	3.5	0.3	A
	Right Turn						
	Subtotal	1,331	1,308	98.3%	3.5	0.3	A
EB	Left Turn						
	Through	790	772	97.7%	12.7	1.3	B
	Right Turn	183	180	98.1%	5.4	1.1	A
	Subtotal	973	951	97.8%	11.3	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,304</b>	<b>2,259</b>	<b>98.1%</b>	<b>6.8</b>	<b>0.6</b>	<b>A</b>

**Intersection 58**                      **19th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	148	98.4%	15.1	2.2	B
	Through	437	434	99.4%	16.5	1.9	B
	Right Turn						
	Subtotal	587	582	99.1%	16.1	1.9	B
EB	Left Turn						
	Through	1,228	1,223	99.6%	10.9	0.9	B
	Right Turn	206	199	96.5%	9.3	2.2	A
	Subtotal	1,434	1,422	99.2%	10.7	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,021</b>	<b>2,004</b>	<b>99.2%</b>	<b>12.3</b>	<b>0.5</b>	<b>B</b>

## **APPENDIX G.2:**

Existing Plus DSP Intersection

Level of Service (LOS) Calculations

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

**Intersection 1**                      **3rd Street-I-5 off-ramp/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	70	67	96.0%	45.3	15.6	D
	Through						
	Right Turn	1,553	1,466	94.4%	53.3	18.6	D
	Subtotal	1,623	1,533	94.5%	53.0	18.3	D
SB	Left Turn	88	93	105.5%	47.6	6.6	D
	Through	96	90	94.2%	42.4	6.9	D
	Right Turn						
	Subtotal	184	183	99.6%	45.1	6.3	D
EB	Left Turn	48	36	75.0%	49.5	13.8	D
	Through	1,900	1,711	90.0%	55.1	14.5	E
	Right Turn	119	120	100.5%	52.9	13.0	D
	Subtotal	2,067	1,866	90.3%	54.9	14.2	D
NB	Left Turn						
	Through						
	Right Turn	57	53	92.6%	34.7	4.6	C
	Subtotal	57	53	92.6%	34.7	4.6	C
Total		3,931	3,636	92.5%	53.4	12.5	D

**Intersection 2**                      **3rd Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	3	4	120.0%	9.4	11.5	A
	Through	445	439	98.6%	27.0	2.2	C
	Right Turn	277	273	98.5%	2.3	0.1	A
	Subtotal	725	715	98.6%	17.5	1.6	B
EB	Left Turn	95	86	90.9%	43.9	9.6	D
	Through	741	684	92.4%	20.3	1.8	C
	Right Turn	51	58	114.5%	5.6	1.6	A
	Subtotal	887	829	93.5%	21.8	2.4	C
WB	Left Turn	79	70	88.1%	35.4	6.3	D
	Through	213	186	87.5%	14.3	2.1	B
	Right Turn						
	Subtotal	292	256	87.7%	20.1	1.8	C
Total		1,904	1,800	94.6%	19.9	1.8	B

**SimTraffic Post-Processor**  
**Average Results from 10 Runs**  
**Volume and Delay by Movement**

**Sacramento Downtown Specific Plan**  
**Existing Conditions with Improvements**  
**AM Peak Hour**

**Intersection 3**                      **3rd Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	214	200	93.6%	12.1	1.6	B
	Right Turn	199	196	98.3%	6.5	1.1	A
	Subtotal	413	396	95.9%	9.3	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	70	72	103.4%	2.5	0.5	A
	Through	339	324	95.7%	1.6	0.4	A
	Right Turn						
	Subtotal	409	397	97.0%	1.8	0.3	A
<b>Total</b>		<b>822</b>	<b>793</b>	<b>96.4%</b>	<b>5.6</b>	<b>0.7</b>	<b>A</b>

**Intersection 4**                      **3rd Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	22	18	83.6%	6.9	5.8	A
	Subtotal	22	18	83.6%	6.9	5.8	A
SB	Left Turn	136	136	99.7%	27.2	3.6	C
	Through	148	140	94.3%	27.3	4.5	C
	Right Turn						
	Subtotal	284	275	96.9%	27.3	3.2	C
EB	Left Turn						
	Through	2,431	2,444	100.5%	8.3	0.7	A
	Right Turn	288	285	98.9%	7.6	1.4	A
	Subtotal	2,719	2,728	100.3%	8.2	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,025</b>	<b>3,022</b>	<b>99.9%</b>	<b>10.0</b>	<b>0.7</b>	<b>A</b>



Intersection 5                      5th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	115	109	95.0%	3.4	1.3	A
	Left Turn 2	83	84	100.7%	15.7	2.8	B
	Left Turn	16	17	107.5%	14.8	4.9	B
	Through	215	238	110.5%	14.5	2.0	B
	Right Turn						
	Subtotal	429	448	104.3%	12.0	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	118	116	98.0%	21.4	4.7	C
	Through	117	112	95.7%	24.3	3.3	C
	Right Turn	49	59	120.0%	20.3	4.7	C
	Right Turn 2	118	117	99.3%	6.0	1.5	A
	Subtotal	402	404	100.4%	17.5	2.2	B
Total		1,172	851	72.6%	10.4	1.0	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 6

5th Street/J Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	377	346	91.7%	39.3	3.8	D
	Right Turn	265	239	90.3%	36.9	12.0	D
	Subtotal	642	585	91.1%	38.3	6.5	D
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	34	34	100.0%	24.1	12.3	C
	Right Turn						
	Subtotal	35	34	97.1%	24.1	12.3	C
EB	Left Turn	476	446	93.7%	7.0	0.8	A
	Through	1,956	1,814	92.7%	5.0	0.7	A
	Right Turn	588	483	82.1%	6.1	0.7	A
	Subtotal	3,020	2,743	90.8%	5.5	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,697	3,362	90.9%	11.4	1.2	B

**Intersection 7                      5th Street/L Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	33	21	64.2%	31.2	7.6	C
	Through	554	521	94.0%	12.2	1.3	B
	Right Turn						
	Subtotal	587	542	92.3%	12.9	1.4	B
SB	Left Turn						
	Through	475	380	79.9%	29.3	10.5	C
	Right Turn	147	115	78.4%	11.7	9.6	B
	Subtotal	622	495	79.5%	25.2	10.1	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	70	68	96.6%	11.2	7.1	B
	Through	341	336	98.5%	9.2	2.2	A
	Right Turn	88	77	87.7%	5.6	1.3	A
	Subtotal	499	481	96.4%	9.0	2.5	A
Total		1,708	1,518	88.9%	15.6	3.9	B

**Intersection 8                      5th Street/Capitol Mall                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	90	82	91.6%	38.4	19.2	D
	Through	336	332	98.9%	23.6	8.1	C
	Right Turn	100	96	96.4%	22.5	8.1	C
	Subtotal	526	511	97.2%	25.8	9.4	C
SB	Left Turn	97	74	76.3%	63.7	40.4	E
	Through	420	336	79.9%	16.5	12.2	B
	Right Turn	17	12	72.9%	8.5	5.9	A
	Subtotal	534	422	79.0%	24.8	17.7	C
EB	Left Turn	264	239	90.5%	26.9	4.0	C
	Through	497	502	101.1%	28.3	5.4	C
	Right Turn	34	28	83.5%	26.0	10.1	C
	Subtotal	795	770	96.8%	27.9	4.9	C
WB	Left Turn	11	9	83.6%	36.8	18.6	D
	Through	82	90	109.8%	31.1	5.3	C
	Right Turn	30	30	101.3%	19.4	5.8	B
	Subtotal	123	130	105.4%	29.0	4.1	C
Total		1,978	1,832	92.6%	26.6	5.4	C

**Intersection 9**                                      **5th Street/N Street**                                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	110	101	91.6%	21.6	5.9	C
	Through	528	507	96.1%	24.5	7.7	C
	Right Turn	253	244	96.6%	21.7	6.5	C
	Subtotal	891	852	95.7%	23.3	7.0	C
SB	Left Turn	144	92	64.2%	106.7	56.7	F
	Through	80	62	77.5%	22.2	17.9	C
	Right Turn	2	2	80.0%	7.9	9.7	A
	Subtotal	226	156	69.0%	72.3	40.4	E
EB	Left Turn	35	35	100.6%	33.6	12.9	C
	Through	20	24	120.0%	14.3	5.3	B
	Right Turn	73	76	104.7%	4.3	0.8	A
	Subtotal	128	136	105.9%	13.8	3.9	B
WB	Left Turn	71	76	107.0%	23.9	3.3	C
	Through	142	141	99.4%	20.3	3.4	C
	Right Turn	54	57	105.2%	17.1	6.6	B
	Subtotal	267	274	102.6%	20.8	3.3	C
<b>Total</b>		<b>1,512</b>	<b>1,418</b>	<b>93.8%</b>	<b>26.9</b>	<b>7.2</b>	<b>C</b>

**Intersection 10**                                      **5th Street/P Street**                                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	36	35	97.8%	13.5	1.6	B
	Through	566	559	98.8%	13.1	1.7	B
	Right Turn						
	Subtotal	602	594	98.7%	13.1	1.6	B
SB	Left Turn						
	Through	199	187	94.1%	11.6	1.7	B
	Right Turn	57	55	96.1%	4.1	0.6	A
	Subtotal	256	242	94.5%	9.9	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	66	62	93.9%	11.7	2.4	B
	Through	254	250	98.6%	11.7	1.6	B
	Right Turn	121	130	107.8%	9.5	2.7	A
	Subtotal	441	443	100.4%	11.1	1.7	B
<b>Total</b>		<b>1,299</b>	<b>1,279</b>	<b>98.5%</b>	<b>11.9</b>	<b>1.1</b>	<b>B</b>

**Intersection 11**                      **5th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	135	127	93.9%	29.1	4.4	C
	Right Turn	28	34	121.4%	10.6	3.1	B
	Subtotal	163	161	98.7%	25.4	3.6	C
SB	Left Turn	40	37	92.0%	26.5	6.0	C
	Through	225	211	93.7%	25.5	2.6	C
	Right Turn						
	Subtotal	265	248	93.4%	25.7	2.4	C
EB	Left Turn	467	462	98.8%	5.4	0.5	A
	Through	1,990	1,997	100.4%	3.0	0.2	A
	Right Turn	68	68	100.6%	2.8	0.9	A
	Subtotal	2,525	2,527	100.1%	3.4	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,953</b>	<b>2,936</b>	<b>99.4%</b>	<b>6.5</b>	<b>0.5</b>	<b>A</b>

**Intersection 12**                      **6th Street/J Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	22	24	109.1%	32.8	11.8	D
	Through						
	Right Turn						
	Subtotal	22	24	109.1%	32.8	11.8	D
EB	Left Turn	338	319	94.4%	4.9	0.9	A
	Through	1,884	1,716	91.1%	4.6	1.0	A
	Right Turn						
	Subtotal	2,222	2,036	91.6%	4.7	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,244</b>	<b>2,060</b>	<b>91.8%</b>	<b>5.0</b>	<b>0.8</b>	<b>A</b>

**Intersection 13**                      **7th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	102	103	101.2%	26.5	3.3	C
	Through	225	226	100.3%	26.8	2.4	C
	Right Turn						
	Subtotal	327	329	100.6%	26.7	2.1	C
EB	Left Turn						
	Through	1,737	1,588	91.4%	8.8	1.1	A
	Right Turn	169	153	90.7%	7.2	0.9	A
	Subtotal	1,906	1,741	91.4%	8.7	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,233</b>	<b>2,070</b>	<b>92.7%</b>	<b>11.5</b>	<b>0.8</b>	<b>B</b>

**Intersection 14**                      **7th Street/L Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	217	212	97.9%	8.5	0.8	A
	Right Turn	4	6	140.0%	10.2	7.5	B
	Subtotal	221	218	98.6%	8.5	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	186	176	94.4%	10.8	1.2	B
	Through	511	493	96.5%	11.1	0.7	B
	Right Turn						
	Subtotal	697	669	96.0%	11.0	0.7	B
<b>Total</b>		<b>918</b>	<b>887</b>	<b>96.6%</b>	<b>10.3</b>	<b>0.3</b>	<b>B</b>

**Intersection 15**                      **8th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	89	77	86.7%	10.1	0.9	B
	Through	270	237	87.9%	9.8	1.0	A
	Right Turn	9	9	97.8%	4.8	2.9	A
	Subtotal	368	323	87.8%	9.8	0.7	A
SB	Left Turn	60	54	89.3%	9.7	2.9	A
	Through						
	Right Turn	13	14	104.6%	2.5	1.9	A
	Subtotal	73	67	92.1%	8.4	2.7	A
EB	Left Turn	18	16	86.7%	19.6	9.9	B
	Through	95	92	96.4%	10.8	5.0	B
	Right Turn						
	Subtotal	113	107	94.9%	11.8	5.2	B
WB	Left Turn						
	Through	151	139	91.9%	12.0	1.9	B
	Right Turn	132	138	104.8%	6.3	1.1	A
	Subtotal	283	277	98.0%	9.2	1.4	A
<b>Total</b>		<b>837</b>	<b>775</b>	<b>92.6%</b>	<b>9.7</b>	<b>0.9</b>	<b>A</b>

**Intersection 16**                      **8th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	53	53	100.4%	9.8	3.0	A
	Through	307	265	86.3%	13.1	2.1	B
	Right Turn	82	83	101.0%	12.0	2.4	B
	Subtotal	442	401	90.7%	12.4	1.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	124	127	102.6%	7.3	1.7	A
	Through	444	465	104.8%	10.6	1.5	B
	Right Turn						
	Subtotal	568	592	104.3%	9.9	1.2	A
WB	Left Turn						
	Through	8	7	90.0%	25.2	14.7	C
	Right Turn						
	Subtotal	8	7	90.0%	25.2	14.7	C
<b>Total</b>		<b>1,018</b>	<b>1,000</b>	<b>98.3%</b>	<b>11.0</b>	<b>1.0</b>	<b>B</b>

**Intersection 17**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	118	126	106.4%	6.5	0.9	A
	Through	445	411	92.3%	8.3	1.9	A
	Right Turn						
	Subtotal	563	536	95.3%	7.9	1.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	699	708	101.3%	9.9	0.8	A
	Right Turn	78	73	93.8%	4.9	1.5	A
	Subtotal	777	782	100.6%	9.5	0.8	A
Total		1,340	1,318	98.4%	8.8	0.6	A

**Intersection 18**                      **8th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	327	325	99.3%	20.6	2.5	C
	Right Turn	178	170	95.3%	22.3	3.9	C
	Subtotal	505	494	97.9%	21.4	2.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	253	238	93.9%	5.8	0.9	A
	Through	1,586	1,439	90.7%	7.2	1.3	A
	Right Turn						
	Subtotal	1,839	1,677	91.2%	7.0	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,344	2,171	92.6%	10.2	1.3	B



**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	180	184	102.2%	9.8	2.0	A
	Through	379	391	103.1%	12.2	1.3	B
	Right Turn						
	Subtotal	559	575	102.8%	11.4	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	517	492	95.1%	10.4	0.5	B
	Right Turn	115	102	88.7%	7.4	1.2	A
	Subtotal	632	594	93.9%	9.9	0.6	A
<b>Total</b>		<b>1,191</b>	<b>1,168</b>	<b>98.1%</b>	<b>10.6</b>	<b>0.8</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	279	257	92.2%	6.3	1.2	A
	Right Turn	64	64	100.6%	3.6	0.9	A
	Subtotal	343	322	93.8%	5.7	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	172	163	94.7%	13.4	3.3	B
	Through	612	577	94.2%	15.6	1.6	B
	Right Turn						
	Subtotal	784	740	94.3%	15.1	2.0	B
<b>Total</b>		<b>1,127</b>	<b>1,061</b>	<b>94.2%</b>	<b>12.3</b>	<b>1.7</b>	<b>B</b>

**Intersection 21**                      **9th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	147	153	103.9%	10.2	1.5	B
	Through	409	398	97.2%	10.1	1.5	B
	Right Turn	15	16	109.3%	5.6	2.9	A
	Subtotal	571	567	99.3%	10.0	1.3	A
EB	Left Turn						
	Through	60	62	102.7%	7.8	3.0	A
	Right Turn	28	32	115.7%	2.5	1.3	A
	Subtotal	88	94	106.8%	6.0	2.2	A
WB	Left Turn	3	2	53.3%	6.3	6.4	A
	Through	342	337	98.5%	12.8	1.3	B
	Right Turn						
	Subtotal	345	338	98.1%	12.7	1.3	B
<b>Total</b>		<b>1,004</b>	<b>999</b>	<b>99.5%</b>	<b>10.5</b>	<b>0.8</b>	<b>B</b>

**Intersection 22**                      **9th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	286	276	96.4%	5.3	0.6	A
	Right Turn	123	122	98.9%	3.8	0.8	A
	Subtotal	409	397	97.1%	4.8	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	90	90	99.6%	5.6	0.6	A
	Through	657	647	98.5%	7.1	0.7	A
	Right Turn						
	Subtotal	747	737	98.6%	6.9	0.6	A
<b>Total</b>		<b>1,156</b>	<b>1,134</b>	<b>98.1%</b>	<b>6.2</b>	<b>0.4</b>	<b>A</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 23

9th Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	166	163	98.1%	12.4	3.5	B
	Through	210	198	94.1%	9.4	1.9	A
	Right Turn						
	Subtotal	376	360	95.9%	10.7	2.0	B
EB	Left Turn						
	Through	1,399	1,380	98.6%	19.0	4.0	B
	Right Turn	87	79	91.0%	2.4	0.4	A
	Subtotal	1,486	1,459	98.2%	18.1	3.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,862	1,819	97.7%	16.7	3.3	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 24

10th Street/L Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	188	166	88.1%	10.5	2.2	B
	Through	684	697	101.9%	9.6	0.9	A
	Right Turn						
	Subtotal	872	862	98.9%	9.8	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	681	637	93.5%	8.6	0.7	A
	Right Turn	219	216	98.8%	7.2	1.1	A
	Subtotal	900	853	94.8%	8.3	0.5	A
Total		1,772	1,716	96.8%	9.1	0.6	A

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	64	60	94.4%	10.2	2.5	B
	Through	805	796	98.9%	11.6	1.3	B
	Right Turn	112	107	95.4%	11.3	2.3	B
	Subtotal	981	964	98.2%	11.5	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	42	44	105.7%	13.0	4.5	B
	Through	156	161	103.1%	10.6	0.9	B
	Right Turn						
	Subtotal	198	205	103.6%	11.2	1.4	B
WB	Left Turn						
	Through	278	272	97.7%	9.8	1.6	A
	Right Turn						
	Subtotal	278	272	97.7%	9.8	1.6	A
Total		1,457	1,440	98.9%	11.2	0.8	B

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	196	193	98.6%	16.1	2.2	B
	Through	1,193	1,176	98.6%	17.1	2.0	B
	Right Turn						
	Subtotal	1,389	1,370	98.6%	17.0	2.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	551	545	98.9%	13.3	1.5	B
	Right Turn	139	150	107.9%	11.3	2.7	B
	Subtotal	690	695	100.7%	12.9	1.5	B
Total		2,079	2,064	99.3%	15.6	1.7	B

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	954	952	99.7%	18.9	3.0	B
	Right Turn	66	61	92.1%	17.4	5.2	B
	Subtotal	1,020	1,012	99.3%	18.8	3.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	441	442	100.3%	21.8	2.1	C
	Through	1,139	1,109	97.3%	22.3	2.4	C
	Right Turn						
	Subtotal	1,580	1,551	98.2%	22.1	2.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,600</b>	<b>2,564</b>	<b>98.6%</b>	<b>20.9</b>	<b>2.0</b>	<b>C</b>

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	518	518	100.1%	17.6	3.3	B
	Through	871	891	102.3%	11.2	1.4	B
	Right Turn	57	64	111.6%	4.3	2.0	A
	Subtotal	1,446	1,473	101.9%	13.2	2.2	B
EB	Left Turn						
	Through	79	72	91.1%	10.8	2.3	B
	Right Turn	3	2	66.7%	0.4	0.8	A
	Subtotal	82	74	90.2%	10.6	2.3	B
WB	Left Turn	24	22	90.0%	14.1	4.1	B
	Through	205	215	105.0%	12.0	1.9	B
	Right Turn						
	Subtotal	229	237	103.4%	12.2	1.7	B
<b>Total</b>		<b>1,757</b>	<b>1,784</b>	<b>101.5%</b>	<b>13.0</b>	<b>1.7</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

**Intersection 29**                      **15th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	97	102	104.7%	6.5	1.2	A
	Through	521	516	99.0%	6.0	0.7	A
	Right Turn	78	83	106.7%	4.7	1.4	A
	Subtotal	696	700	100.6%	5.9	0.5	A
EB	Left Turn						
	Through	235	231	98.2%	15.5	2.4	B
	Right Turn	11	15	138.2%	8.6	3.3	A
	Subtotal	246	246	100.0%	15.1	2.2	B
WB	Left Turn	30	25	82.7%	25.2	5.9	C
	Through	265	270	102.0%	24.3	3.2	C
	Right Turn						
	Subtotal	295	295	100.1%	24.3	3.4	C
<b>Total</b>		<b>1,237</b>	<b>1,242</b>	<b>100.4%</b>	<b>12.1</b>	<b>0.9</b>	<b>B</b>

**Intersection 30**                      **15th Street/W Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	322	324	100.7%	25.3	14.4	C
	Right Turn	100	96	96.0%	11.5	1.1	B
	Subtotal	422	420	99.6%	22.2	11.2	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	700	687	98.1%	12.0	1.3	B
	Through	688	686	99.7%	16.1	0.8	B
	Right Turn						
	Subtotal	1,388	1,373	98.9%	14.0	0.9	B
<b>Total</b>		<b>1,810</b>	<b>1,793</b>	<b>99.1%</b>	<b>15.8</b>	<b>2.7</b>	<b>B</b>

**Intersection 31**                      **15th Street-X Street/US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	1,187	668	56.2%	26.1	2.7	C
	Right Turn	12	29	240.0%	9.3	3.8	A
	Subtotal	1,199	696	58.1%	25.4	2.6	C
SB	Left Turn	402	363	90.3%	47.4	19.5	D
	Through	175	169	96.7%	23.1	7.7	C
	Right Turn						
	Subtotal	577	532	92.3%	40.2	16.7	D
SE	Left Turn	590	600	101.7%	18.2	1.1	B
	Through						
	Right Turn	69	73	106.1%	16.1	2.7	B
	Subtotal	659	673	102.2%	18.0	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,435</b>	<b>1,902</b>	<b>78.1%</b>	<b>26.9</b>	<b>4.7</b>	<b>C</b>

**Intersection 32**                      **15th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	140	146	104.3%	20.7	2.0	C
	Through						
	Right Turn	124	121	97.7%	10.1	1.9	B
	Subtotal	264	267	101.2%	16.0	1.6	B
EB	Left Turn						
	Through	456	424	93.1%	10.3	1.5	B
	Right Turn						
	Subtotal	456	424	93.1%	10.3	1.5	B
WB	Left Turn						
	Through	485	477	98.4%	15.2	0.8	B
	Right Turn						
	Subtotal	485	477	98.4%	15.2	0.8	B
<b>Total</b>		<b>1,205</b>	<b>1,169</b>	<b>97.0%</b>	<b>13.6</b>	<b>0.7</b>	<b>B</b>



**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	47	47	100.4%	3.3	0.9	A
	Through	888	894	100.7%	2.7	0.2	A
	Right Turn	1	1	120.0%	0.1	0.4	A
	Subtotal	936	942	100.7%	2.8	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	112	113	101.1%	11.4	2.0	B
	Through	262	259	98.8%	8.7	1.4	A
	Right Turn						
	Subtotal	374	372	99.5%	9.5	0.9	A
WB	Left Turn						
	Through	36	38	104.4%	7.1	2.4	A
	Right Turn	63	63	99.7%	3.4	0.8	A
	Subtotal	99	100	101.4%	4.8	1.2	A
<b>Total</b>		<b>1,409</b>	<b>1,415</b>	<b>100.4%</b>	<b>4.7</b>	<b>0.3</b>	<b>A</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	485	495	102.1%	7.6	0.5	A
	Through	887	897	101.1%	6.3	0.6	A
	Right Turn	89	89	99.8%	3.1	0.7	A
	Subtotal	1,461	1,481	101.4%	6.5	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	445	419	94.2%	12.7	1.8	B
	Right Turn	49	46	93.1%	8.7	2.2	A
	Subtotal	494	465	94.1%	12.3	1.8	B
<b>Total</b>		<b>1,955</b>	<b>1,946</b>	<b>99.5%</b>	<b>7.9</b>	<b>0.7</b>	<b>A</b>

**Intersection 35**                      **16th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,328	1,346	101.4%	23.0	2.6	C
	Right Turn	73	74	101.9%	7.6	1.9	A
	Subtotal	1,401	1,420	101.4%	22.2	2.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	133	138	104.1%	11.2	1.7	B
	Through	799	823	103.0%	10.2	0.6	B
	Right Turn						
	Subtotal	932	962	103.2%	10.4	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,333</b>	<b>2,382</b>	<b>102.1%</b>	<b>17.5</b>	<b>1.6</b>	<b>B</b>

**Intersection 36**                      **16th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	27	20	75.6%	14.1	5.1	B
	Through	1,005	963	95.8%	14.7	1.7	B
	Right Turn	124	122	98.1%	8.6	1.9	A
	Subtotal	1,156	1,105	95.6%	14.0	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	275	272	99.1%	24.5	7.3	C
	Through	73	81	110.7%	25.6	9.1	C
	Right Turn						
	Subtotal	348	353	101.5%	24.7	7.3	C
WB	Left Turn						
	Through	271	281	103.6%	12.5	1.9	B
	Right Turn	122	123	100.7%	8.2	2.4	A
	Subtotal	393	404	102.7%	11.2	1.9	B
<b>Total</b>		<b>1,897</b>	<b>1,862</b>	<b>98.2%</b>	<b>15.4</b>	<b>1.9</b>	<b>B</b>

**Intersection 37**                      **W Street-16th Street/16th Street-US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	192	187	97.5%	18.3	2.1	B
	Through	858	834	97.2%	27.8	1.3	C
	Right Turn						
	Subtotal	1,050	1,022	97.3%	26.1	1.3	C
WB	Left Turn						
	Through	1,138	787	69.1%	26.2	2.7	C
	Right Turn	159	114	71.7%	11.5	2.1	B
	Subtotal	1,297	901	69.5%	24.3	2.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	433	420	97.0%	36.8	6.4	D
	Through						
	Right Turn	528	519	98.3%	36.8	3.2	D
	Subtotal	961	939	97.7%	36.9	4.1	D
<b>Total</b>		<b>3,308</b>	<b>2,861</b>	<b>86.5%</b>	<b>29.1</b>	<b>1.7</b>	<b>C</b>

**Intersection 38**                      **16th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	720	724	100.6%	16.0	1.7	B
	Right Turn	358	353	98.5%	16.1	2.4	B
	Subtotal	1,078	1,077	99.9%	16.0	1.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	528	524	99.3%	10.7	0.8	B
	Through	891	884	99.2%	14.9	1.3	B
	Right Turn	234	220	94.2%	10.9	1.2	B
	Subtotal	1,653	1,629	98.5%	13.0	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,731</b>	<b>2,706</b>	<b>99.1%</b>	<b>14.2</b>	<b>0.8</b>	<b>B</b>

**Intersection 39**                      **16th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	74	71	95.7%	28.1	6.9	C
	Through	799	814	101.9%	23.3	2.8	C
	Right Turn	16	17	105.0%	19.4	8.8	B
	Subtotal	889	902	101.5%	23.6	3.1	C
SB	Left Turn	10	11	108.0%	34.9	23.0	C
	Through	223	212	95.2%	22.7	12.7	C
	Right Turn	1	1	80.0%	2.5	6.0	A
	Subtotal	234	224	95.7%	23.5	13.6	C
EB	Left Turn	87	74	85.5%	39.9	7.7	D
	Through	491	478	97.4%	19.0	0.9	B
	Right Turn	18	19	104.4%	4.8	1.6	A
	Subtotal	596	571	95.8%	21.3	0.8	C
WB	Left Turn	6	5	86.7%	14.3	15.9	B
	Through	410	407	99.3%	19.2	1.2	B
	Right Turn	192	202	105.0%	16.7	1.5	B
	Subtotal	608	614	101.0%	18.4	1.3	B
<b>Total</b>		<b>2,327</b>	<b>2,311</b>	<b>99.3%</b>	<b>21.7</b>	<b>2.2</b>	<b>C</b>

**Intersection 40**                      **19th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	108	97	89.6%	9.2	1.4	A
	Through	422	415	98.3%	8.7	1.1	A
	Right Turn	53	65	123.0%	4.2	1.2	A
	Subtotal	583	577	98.9%	8.2	0.9	A
EB	Left Turn						
	Through	52	51	97.7%	8.6	2.9	A
	Right Turn	46	44	95.7%	3.0	0.9	A
	Subtotal	98	95	96.7%	6.0	1.8	A
WB	Left Turn	23	24	104.3%	10.7	4.1	B
	Through	351	350	99.7%	12.1	2.3	B
	Right Turn						
	Subtotal	374	374	100.0%	12.0	2.2	B
<b>Total</b>		<b>1,055</b>	<b>1,046</b>	<b>99.1%</b>	<b>9.4</b>	<b>0.9</b>	<b>A</b>

**Intersection 41**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	293	287	98.0%	11.4	1.9	B
	Right Turn	66	70	106.7%	3.9	1.3	A
	Subtotal	359	358	99.6%	10.0	1.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	84	84	99.5%	12.9	2.2	B
	Through	749	777	103.7%	12.7	0.8	B
	Right Turn						
	Subtotal	833	860	103.3%	12.7	0.8	B
<b>Total</b>		<b>1,192</b>	<b>1,218</b>	<b>102.2%</b>	<b>11.9</b>	<b>0.7</b>	<b>B</b>

**Intersection 42**                      **19th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	23	21	92.2%	5.1	2.5	A
	Subtotal	23	21	92.2%	5.1	2.5	A
SB	Left Turn	127	122	96.1%	6.1	0.5	A
	Through	250	245	98.1%	7.1	1.0	A
	Right Turn						
	Subtotal	377	367	97.4%	6.8	0.8	A
EB	Left Turn						
	Through	953	960	100.7%	14.9	1.3	B
	Right Turn	53	58	108.7%	5.0	2.5	A
	Subtotal	1,006	1,017	101.1%	14.3	1.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,406</b>	<b>1,406</b>	<b>100.0%</b>	<b>12.2</b>	<b>1.1</b>	<b>B</b>

**Intersection 43**                      **19th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	118	115	97.3%	26.9	3.0	C
	Through	1	2	160.0%	5.9	11.0	A
	Right Turn	43	44	103.3%	16.8	5.4	B
	Subtotal	162	161	99.3%	24.0	3.5	C
SB	Left Turn	51	48	94.1%	17.4	3.7	B
	Through	207	213	103.0%	18.8	1.7	B
	Right Turn	45	44	98.7%	12.7	4.3	B
	Subtotal	303	306	100.9%	17.7	1.5	B
EB	Left Turn	17	12	72.9%	61.5	38.7	E
	Through	416	396	95.1%	15.7	5.7	B
	Right Turn	77	71	91.9%	7.6	4.8	A
	Subtotal	510	479	93.9%	15.5	5.1	B
WB	Left Turn	24	21	88.3%	36.4	18.3	D
	Through	555	556	100.1%	27.0	9.6	C
	Right Turn	5	8	152.0%	27.3	19.9	C
	Subtotal	584	584	100.1%	27.5	9.6	C
<b>Total</b>		<b>1,559</b>	<b>1,530</b>	<b>98.1%</b>	<b>21.5</b>	<b>4.5</b>	<b>C</b>

**Intersection 44**                      **21st Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	157	161	102.7%	16.0	2.6	B
	Through	994	978	98.4%	14.9	1.7	B
	Right Turn	86	89	103.7%	11.2	2.5	B
	Subtotal	1,237	1,228	99.3%	14.8	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
EB	Left Turn	5	4	88.0%	14.8	12.8	B
	Through	114	100	87.7%	12.4	1.9	B
	Right Turn						
	Subtotal	119	104	87.7%	12.7	1.9	B
WB	Left Turn						
	Through	231	228	98.7%	16.3	2.3	B
	Right Turn	49	54	109.4%	14.5	3.5	B
	Subtotal	280	282	100.6%	15.9	2.0	B
<b>Total</b>		<b>1,636</b>	<b>1,614</b>	<b>98.7%</b>	<b>14.9</b>	<b>1.4</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 45

21st Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	552	550	99.6%	10.0	1.3	A
	Right Turn	132	132	100.3%	5.4	1.3	A
	Subtotal	684	682	99.8%	9.1	1.2	A
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	111	113	101.6%	8.1	1.7	A
	Right Turn						
	Subtotal	112	113	100.7%	8.1	1.7	A
EB	Left Turn	264	271	102.7%	8.9	1.4	A
	Through	773	766	99.1%	8.9	0.7	A
	Right Turn	44	44	100.0%	4.7	1.6	A
	Subtotal	1,081	1,082	100.1%	8.7	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,877	1,877	100.0%	8.8	0.6	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 46

9th Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	342	358	104.7%	18.6	0.9	B
	Right Turn	64	68	105.6%	12.0	4.1	B
	Subtotal	406	426	104.8%	17.5	1.1	B
SE	Left Turn	451	439	97.4%	33.6	4.7	C
	Through						
	Right Turn	45	44	96.9%	27.2	4.6	C
	Subtotal	496	483	97.3%	33.1	4.3	C
EB	Left Turn	7	6	80.0%	17.7	15.5	B
	Through	85	82	96.9%	23.7	3.7	C
	Right Turn	13	12	89.2%	3.5	1.5	A
	Subtotal	105	100	94.9%	21.1	3.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,007	1,008	100.1%	25.4	2.5	C



**Intersection 47**                      **29th Street/J Street-B-80 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	31	29	94.2%	21.9	9.2	C
	Through	226	207	91.5%	22.2	2.4	C
	Right Turn						
	Subtotal	257	236	91.8%	22.5	2.5	C
EB	Left Turn						
	Through	532	549	103.2%	24.1	3.0	C
	Right Turn	137	140	102.2%	10.1	2.3	B
	Subtotal	669	689	103.0%	21.3	3.0	C
SW	Left Turn	364	352	96.6%	32.8	9.2	C
	Through	372	366	98.3%	23.1	2.6	C
	Right Turn						
	Subtotal	736	717	97.4%	27.9	5.8	C
<b>Total</b>		<b>1,662</b>	<b>1,642</b>	<b>98.8%</b>	<b>24.4</b>	<b>3.5</b>	<b>C</b>

**Intersection 48**                      **Bus 80 Off-Ramp/29th Street-P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	725	769	106.1%	30.1	3.2	C
	Through						
	Right Turn	344	341	99.1%	15.0	1.9	B
	Subtotal	1,069	1,110	103.8%	25.5	2.5	C
SB	Left Turn	205	196	95.6%	52.7	21.2	D
	Through	295	242	81.9%	37.0	6.3	D
	Right Turn	83	62	75.2%	9.1	1.6	A
	Subtotal	583	500	85.8%	40.1	11.4	D
WB	Left Turn	73	70	95.9%	20.4	3.6	C
	Through	581	598	102.9%	21.0	2.6	C
	Right Turn						
	Subtotal	654	668	102.1%	20.9	2.5	C
<b>Total</b>		<b>2,306</b>	<b>2,278</b>	<b>98.8%</b>	<b>27.4</b>	<b>3.5</b>	<b>C</b>

**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	154	0	0.3%	1.2	3.7	A
	Through	117	36	30.4%	8.1	2.9	A
	Right Turn	197	97	49.3%	3.8	0.7	A
	Subtotal	468	133	28.5%	4.9	1.1	A
EB	Left Turn						
	Through	502	428	85.2%	7.5	1.3	A
	Right Turn	179	178	99.7%	3.3	0.6	A
	Subtotal	681	606	89.0%	6.2	1.0	A
WB	Left Turn	205	192	93.9%	18.3	2.7	B
	Through	796	718	90.2%	8.9	0.7	A
	Right Turn						
	Subtotal	1,001	910	90.9%	10.9	0.8	B
<b>Total</b>		<b>2,150</b>	<b>1,650</b>	<b>76.7%</b>	<b>8.7</b>	<b>0.6</b>	<b>A</b>

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	269	223	83.0%	17.1	2.5	B
	Through	233	232	99.6%	14.3	1.7	B
	Right Turn	121	153	126.6%	8.2	1.7	A
	Subtotal	623	608	97.7%	13.8	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	247	246	99.6%	25.3	2.0	C
	Through	746	693	92.9%	28.8	2.2	C
	Right Turn						
	Subtotal	993	939	94.6%	27.9	2.0	C
WB	Left Turn						
	Through						
	Right Turn	166	138	83.1%	27.2	3.2	C
	Subtotal	166	138	83.1%	27.2	3.2	C
<b>Total</b>		<b>1,782</b>	<b>1,686</b>	<b>94.6%</b>	<b>22.8</b>	<b>1.4</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

**Intersection 51**                                  **30th Street/P Street**                                  **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	462	360	77.9%	17.8	1.4	B
	Through	229	198	86.5%	14.9	1.5	B
	Right Turn	54	66	122.2%	10.8	1.7	B
	Subtotal	745	624	83.8%	16.1	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	669	660	98.7%	20.4	0.9	C
	Right Turn						
	Subtotal	669	660	98.7%	20.4	0.9	C
WB	Left Turn						
	Through	706	578	81.9%	6.3	0.8	A
	Right Turn	326	210	64.5%	6.7	1.0	A
	Subtotal	1,032	788	76.4%	6.4	0.8	A
<b>Total</b>		<b>2,446</b>	<b>2,072</b>	<b>84.7%</b>	<b>13.8</b>	<b>0.7</b>	<b>B</b>

**Intersection 52**                                  **SR 99 off-ramp/Broadway**                                  **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	232	209	90.0%	11.4	1.6	B
	Through	57	1	2.1%	0.3	0.9	A
	Right Turn	188	254	134.9%	3.9	0.6	A
	Subtotal	477	464	97.2%	7.3	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	256	12	4.7%	11.6	4.0	B
	Through	400	414	103.5%	3.1	0.5	A
	Right Turn						
	Subtotal	656	426	64.9%	3.4	0.5	A
WB	Left Turn						
	Through	769	705	91.7%	6.2	0.8	A
	Right Turn	1	1	120.0%	0.6	1.2	A
	Subtotal	770	706	91.7%	6.2	0.8	A
<b>Total</b>		<b>1,903</b>	<b>1,596</b>	<b>83.8%</b>	<b>5.8</b>	<b>0.4</b>	<b>A</b>

**Intersection 53**                      **Alhambra Boulevard/Stockton Boulevard**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	84	86	102.4%	30.6	5.4	C
	Through	335	331	98.7%	20.0	2.1	C
	Right Turn	37	33	88.6%	15.3	2.9	B
	Subtotal	456	450	98.6%	21.7	2.4	C
SB	Left Turn	56	42	75.0%	36.5	14.2	D
	Through	242	248	102.5%	22.6	3.9	C
	Right Turn	84	84	99.5%	15.3	5.2	B
	Subtotal	382	374	97.8%	22.4	4.9	C
EB	Left Turn	10	10	104.0%	27.8	19.7	C
	Through	710	719	101.2%	14.7	1.0	B
	Right Turn	3	3	93.3%	3.8	8.9	A
	Subtotal	723	732	101.2%	15.0	0.9	B
WB	Left Turn	78	74	95.4%	46.7	17.3	D
	Through	794	564	71.0%	9.9	1.1	A
	Right Turn	153	184	120.3%	8.6	1.8	A
	Subtotal	1,025	822	80.2%	13.1	2.2	B
<b>Total</b>		<b>2,586</b>	<b>2,378</b>	<b>91.9%</b>	<b>16.8</b>	<b>1.8</b>	<b>B</b>

**Intersection 54**                      **Alhambra Boulevard/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	393	378	96.1%	14.8	2.6	B
	Right Turn	62	31	49.7%	10.9	4.3	B
	Subtotal	455	408	89.8%	14.5	2.6	B
SB	Left Turn	61	62	101.0%	37.2	10.7	D
	Through	262	254	97.1%	34.1	8.0	C
	Right Turn						
	Subtotal	323	316	97.8%	34.6	8.3	C
EB	Left Turn	46	32	69.6%	17.7	4.8	B
	Through	57	24	41.4%	16.0	8.3	B
	Right Turn	120	90	75.0%	5.5	1.8	A
	Subtotal	223	146	65.3%	10.3	2.1	B
WB	Left Turn	15	8	50.7%	21.1	15.9	C
	Through						
	Right Turn	17	26	155.3%	4.6	1.3	A
	Subtotal	32	34	106.3%	9.4	4.8	A
<b>Total</b>		<b>1,033</b>	<b>904</b>	<b>87.5%</b>	<b>20.6</b>	<b>3.6</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
AM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	0	40.0%	1.7	5.5	A
	Through	513	491	95.7%	12.6	2.4	B
	Right Turn	8	5	60.0%	5.1	5.8	A
	Subtotal	522	496	95.0%	12.6	2.4	B
EB	Left Turn	4	0	10.0%	2.9	9.2	A
	Through	142	66	46.5%	10.1	2.8	B
	Right Turn	523	517	98.8%	7.7	1.7	A
	Subtotal	669	583	87.2%	8.1	1.5	A
WB	Left Turn	47	37	79.1%	10.8	2.9	B
	Through	347	331	95.3%	9.6	1.2	A
	Right Turn	1	2	240.0%	1.5	2.9	A
	Subtotal	395	370	93.8%	9.7	1.2	A
Total		1,586	1,450	91.4%	10.1	1.3	B

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	273	267	97.9%	3.5	0.8	A
	Right Turn	107	98	91.6%	2.9	0.7	A
	Subtotal	380	365	96.1%	3.3	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	128	102	79.7%	14.3	2.0	B
	Through	742	646	87.1%	15.1	1.4	B
	Right Turn						
	Subtotal	870	748	86.0%	15.0	1.4	B
Total		1,250	1,113	89.1%	11.2	1.2	B

**Intersection 57**                      **15th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	11	54.0%	3.5	3.0	A
	Through	379	353	93.1%	3.3	0.7	A
	Right Turn						
	Subtotal	399	364	91.1%	3.4	0.7	A
EB	Left Turn						
	Through	803	636	79.3%	11.8	1.4	B
	Right Turn	149	73	48.9%	5.5	1.9	A
	Subtotal	952	709	74.5%	11.2	1.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,351</b>	<b>1,073</b>	<b>79.4%</b>	<b>8.5</b>	<b>1.0</b>	<b>A</b>

**Intersection 58**                      **19th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	74	65	88.1%	15.8	2.3	B
	Through	278	270	97.0%	16.9	2.9	B
	Right Turn						
	Subtotal	352	335	95.1%	16.7	2.3	B
EB	Left Turn	17	21	122.4%	9.4	5.4	A
	Through	571	490	85.9%	9.0	0.9	A
	Right Turn	459	339	73.8%	6.0	0.5	A
	Subtotal	1,047	850	81.2%	7.8	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,399</b>	<b>1,185</b>	<b>84.7%</b>	<b>10.3</b>	<b>1.0</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 1                      3rd Street-I-5 off-ramp/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	14	18	125.7%	23.8	7.5	C
	Through						
	Right Turn	343	331	96.4%	28.1	3.0	C
	Subtotal	357	348	97.6%	27.9	2.8	C
SB	Left Turn	204	192	93.9%	26.9	3.5	C
	Through	402	392	97.6%	29.2	2.9	C
	Right Turn						
	Subtotal	606	584	96.4%	28.4	2.3	C
EB	Left Turn	51	50	98.8%	19.9	3.5	B
	Through	853	864	101.2%	22.9	1.5	C
	Right Turn	506	512	101.1%	30.5	4.3	C
	Subtotal	1,410	1,426	101.1%	25.5	2.3	C
NB	Left Turn						
	Through						
	Right Turn	129	105	81.6%	24.0	5.2	C
	Subtotal	129	105	81.6%	24.0	5.2	C
Total		2,502	2,463	98.4%	26.5	1.2	C

Intersection 2                      3rd Street/Capitol Mall                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	6	112.0%	23.9	14.0	C
	Through	808	796	98.6%	31.1	3.4	C
	Right Turn	674	656	97.3%	4.7	0.7	A
	Subtotal	1,487	1,458	98.0%	19.3	2.1	B
EB	Left Turn	15	15	101.3%	28.3	11.9	C
	Through	684	666	97.4%	15.2	1.2	B
	Right Turn	321	314	97.9%	7.4	1.3	A
	Subtotal	1,020	996	97.6%	12.9	1.2	B
WB	Left Turn	101	82	81.2%	26.2	4.2	C
	Through	566	536	94.7%	10.7	2.8	B
	Right Turn	3	1	40.0%	0.9	1.8	A
	Subtotal	670	619	92.4%	12.7	2.6	B
Total		3,177	3,073	96.7%	15.9	1.3	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

**Intersection 3**                      **3rd Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	648	632	97.6%	50.4	18.9	D
	Right Turn	850	801	94.3%	60.1	18.9	E
	Subtotal	1,498	1,434	95.7%	55.9	19.0	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	6	6	93.3%	17.6	23.0	B
	Through	2,018	1,886	93.5%	32.8	6.4	C
	Right Turn						
	Subtotal	2,024	1,892	93.5%	32.8	6.4	C
<b>Total</b>		<b>3,522</b>	<b>3,326</b>	<b>94.4%</b>	<b>42.9</b>	<b>10.0</b>	<b>D</b>

**Intersection 4**                      **3rd Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	63	64	101.0%	3.5	0.8	A
	Subtotal	63	64	101.0%	3.5	0.8	A
SB	Left Turn	116	110	94.5%	5.8	1.1	A
	Through	538	526	97.8%	7.7	1.2	A
	Right Turn						
	Subtotal	654	636	97.2%	7.4	1.0	A
EB	Left Turn						
	Through	425	443	104.3%	6.0	0.7	A
	Right Turn	84	96	114.8%	4.8	1.5	A
	Subtotal	509	540	106.0%	5.8	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,226</b>	<b>1,239</b>	<b>101.1%</b>	<b>6.5</b>	<b>0.6</b>	<b>A</b>



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 5

5th Street/W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	425	342	80.6%	26.0	2.8	C
	Left Turn 2	98	84	86.1%	40.8	3.5	D
	Left Turn	6	6	106.7%	45.7	15.7	D
	Through	140	135	96.3%	40.2	2.1	D
	Right Turn						
	Subtotal	669	568	84.9%	31.7	2.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	1,060	1,109	104.6%	36.0	11.1	D
	Through	278	284	102.0%	21.5	3.5	C
	Right Turn	44	44	100.9%	18.0	7.8	B
	Right Turn 2	101	108	107.3%	5.3	1.6	A
	Subtotal	1,483	1,545	104.2%	30.8	9.0	C
Total		2,706	2,113	78.1%	24.7	5.4	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 6                      5th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	409	388	95.0%	34.9	4.8	C
	Right Turn	152	143	94.2%	6.9	2.1	A
	Subtotal	561	532	94.8%	27.4	3.6	C
SB	Left Turn	1	1	80.0%	13.1	27.5	B
	Through	21	20	95.2%	22.5	13.8	C
	Right Turn						
	Subtotal	22	21	94.5%	24.7	12.3	C
EB	Left Turn	332	315	94.8%	10.5	1.2	B
	Through	761	746	98.0%	7.3	1.1	A
	Right Turn	378	354	93.8%	8.5	1.6	A
	Subtotal	1,471	1,415	96.2%	8.3	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,054	1,967	95.8%	13.7	1.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 7                      5th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	451	418	92.6%	37.1	10.9	D
	Through	483	450	93.3%	19.3	3.7	B
	Right Turn						
	Subtotal	934	868	92.9%	28.0	7.2	C
SB	Left Turn						
	Through	276	257	93.0%	24.0	3.2	C
	Right Turn	123	115	93.7%	11.8	2.4	B
	Subtotal	399	372	93.2%	20.2	2.8	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	85	78	91.3%	11.7	2.5	B
	Through	1,043	1,053	101.0%	11.7	1.3	B
	Right Turn	78	89	114.4%	9.7	2.8	A
	Subtotal	1,206	1,220	101.2%	11.6	1.3	B
Total		2,539	2,460	96.9%	18.7	2.4	B

Intersection 8                      5th Street/Capitol Mall                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	115	97	84.5%	46.4	7.6	D
	Through	560	539	96.3%	36.1	6.0	D
	Right Turn	57	54	95.4%	33.1	4.4	C
	Subtotal	732	691	94.4%	37.2	5.7	D
SB	Left Turn	44	37	83.6%	68.6	25.6	E
	Through	360	348	96.8%	14.1	5.7	B
	Right Turn	35	31	89.1%	10.1	4.5	B
	Subtotal	439	416	94.9%	18.5	7.0	B
EB	Left Turn	291	276	94.7%	42.4	32.1	D
	Through	405	388	95.7%	19.7	9.9	B
	Right Turn	26	28	109.2%	13.2	9.1	B
	Subtotal	722	692	95.8%	28.2	17.3	C
WB	Left Turn	35	28	81.1%	62.1	21.2	E
	Through	377	343	91.0%	59.4	14.8	E
	Right Turn	81	73	90.4%	54.9	15.7	D
	Subtotal	493	445	90.2%	58.6	14.5	E
Total		2,386	2,244	94.0%	35.4	8.6	D

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 9                      5th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	132	120	91.2%	40.2	22.3	D
	Through	467	430	92.0%	42.6	26.4	D
	Right Turn	15	22	144.0%	32.7	22.6	C
	Subtotal	614	572	93.1%	41.7	25.4	D
SB	Left Turn	88	85	96.4%	38.1	15.9	D
	Through	225	204	90.8%	15.3	3.2	B
	Right Turn	2	1	60.0%	4.0	4.9	A
	Subtotal	315	290	92.2%	21.7	5.9	C
EB	Left Turn	70	73	104.6%	31.6	12.2	C
	Through	132	152	115.5%	13.7	2.0	B
	Right Turn	174	180	103.4%	7.5	1.5	A
	Subtotal	376	406	107.9%	14.1	2.6	B
WB	Left Turn	56	54	97.1%	24.2	6.5	C
	Through	196	190	96.7%	17.6	3.6	B
	Right Turn	128	135	105.3%	15.4	5.3	B
	Subtotal	380	379	99.7%	17.7	4.4	B
Total		1,685	1,646	97.7%	25.9	9.3	C

Intersection 10                      5th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	218	219	100.6%	27.7	3.7	C
	Through	412	389	94.5%	20.7	1.5	C
	Right Turn						
	Subtotal	630	608	96.6%	23.2	1.5	C
SB	Left Turn						
	Through	379	364	95.9%	24.4	7.8	C
	Right Turn	141	138	97.6%	14.2	5.6	B
	Subtotal	520	501	96.4%	21.7	7.2	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	90	88	98.2%	18.6	5.5	B
	Through	1,235	1,238	100.3%	16.4	3.3	B
	Right Turn	138	143	103.5%	8.8	4.2	A
	Subtotal	1,463	1,470	100.5%	15.7	3.1	B
Total		2,613	2,579	98.7%	18.7	1.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 11                      5th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	471	465	98.7%	25.0	8.4	C
	Right Turn	104	112	107.7%	12.3	6.6	B
	Subtotal	575	577	100.3%	22.5	7.8	C
SB	Left Turn	173	166	96.2%	22.9	2.0	C
	Through	296	282	95.1%	15.1	1.3	B
	Right Turn						
	Subtotal	469	448	95.5%	18.0	1.4	B
EB	Left Turn	159	156	97.9%	17.1	2.5	B
	Through	448	444	99.2%	13.5	1.1	B
	Right Turn	61	60	99.0%	5.6	1.5	A
	Subtotal	668	660	98.9%	13.6	1.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,712	1,685	98.4%	17.9	3.2	B

Intersection 12                      6th Street/J Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	44	110.0%	28.9	2.6	D
	Through						
	Right Turn						
	Subtotal	40	44	110.0%	28.9	2.6	D
EB	Left Turn	75	76	101.9%	4.7	1.2	A
	Through	839	813	96.9%	2.4	0.3	A
	Right Turn						
	Subtotal	914	890	97.3%	2.6	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		954	934	97.9%	3.8	0.4	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 13                      7th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	43	48	112.6%	12.3	2.6	B
	Through	227	229	101.0%	23.7	3.8	C
	Right Turn						
	Subtotal	270	278	102.8%	21.6	3.1	C
EB	Left Turn						
	Through	826	810	98.1%	4.4	0.5	A
	Right Turn	53	46	86.8%	3.6	1.4	A
	Subtotal	879	856	97.4%	4.4	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,149	1,134	98.7%	8.5	1.1	A

Intersection 14                      7th Street/L Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	242	222	91.9%	11.2	1.1	B
	Right Turn	67	74	111.0%	8.6	2.9	A
	Subtotal	309	297	96.1%	10.6	1.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	114	109	95.4%	11.3	0.8	B
	Through	983	980	99.7%	11.8	0.3	B
	Right Turn						
	Subtotal	1,097	1,089	99.3%	11.8	0.3	B
Total		1,406	1,386	98.6%	11.5	0.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 15                      8th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	128	118	91.9%	9.4	2.0	A
	Through	253	234	92.5%	9.1	1.0	A
	Right Turn	35	34	97.1%	5.8	1.3	A
	Subtotal	416	386	92.7%	9.0	1.0	A
SB	Left Turn	102	106	104.3%	12.4	2.9	B
	Through						
	Right Turn	26	29	112.3%	8.1	3.3	A
	Subtotal	128	136	105.9%	11.5	2.7	B
EB	Left Turn	1	1	120.0%	2.5	6.5	A
	Through	41	48	117.1%	9.0	2.7	A
	Right Turn						
	Subtotal	42	49	117.1%	9.0	2.4	A
WB	Left Turn						
	Through	273	260	95.2%	9.9	1.2	A
	Right Turn	24	24	101.7%	5.9	1.8	A
	Subtotal	297	284	95.8%	9.5	1.2	A
Total		883	855	96.8%	9.6	0.6	A

Intersection 16                      8th Street/H Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	26	24	93.8%	11.1	6.5	B
	Through	223	213	95.6%	18.5	3.1	B
	Right Turn	261	240	92.1%	15.7	2.4	B
	Subtotal	510	478	93.7%	16.7	2.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	69	61	88.1%	8.6	2.9	A
	Through	374	385	103.0%	10.8	1.3	B
	Right Turn						
	Subtotal	443	446	100.7%	10.5	1.2	B
WB	Left Turn						
	Through	22	25	114.5%	22.8	7.8	C
	Right Turn	1	2	160.0%	1.2	2.8	A
	Subtotal	23	27	116.5%	22.0	8.5	C
Total		976	951	97.4%	14.0	1.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 17                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	334	331	99.0%	16.9	5.5	B
	Through	581	552	94.9%	17.5	3.4	B
	Right Turn						
	Subtotal	915	882	96.4%	17.3	4.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,629	1,576	96.8%	13.2	0.7	B
	Right Turn	19	22	117.9%	7.3	2.4	A
	Subtotal	1,648	1,599	97.0%	13.1	0.7	B
Total		2,563	2,481	96.8%	14.6	1.6	B

Intersection 18                      8th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	521	490	94.0%	24.7	2.1	C
	Right Turn	295	306	103.6%	16.1	2.0	B
	Subtotal	816	796	97.5%	21.3	1.9	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	117	107	91.3%	4.3	0.5	A
	Through	752	752	99.9%	3.1	0.4	A
	Right Turn						
	Subtotal	869	858	98.8%	3.2	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,685	1,654	98.2%	11.9	0.8	B



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 19                      8th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	87	81	92.9%	8.3	2.0	A
	Through	475	473	99.5%	11.7	1.2	B
	Right Turn						
	Subtotal	562	554	98.5%	11.2	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,010	1,007	99.7%	12.6	0.3	B
	Right Turn	143	136	95.4%	10.5	1.3	B
	Subtotal	1,153	1,144	99.2%	12.4	0.4	B
Total		1,715	1,697	99.0%	12.0	0.4	B

Intersection 20                      9th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	425	431	101.4%	7.0	0.9	A
	Right Turn	54	62	114.8%	5.2	1.8	A
	Subtotal	479	493	102.9%	6.8	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	589	558	94.7%	20.9	1.7	C
	Through	1,046	1,033	98.8%	20.9	1.1	C
	Right Turn						
	Subtotal	1,635	1,591	97.3%	20.9	1.2	C
Total		2,114	2,084	98.6%	17.5	1.0	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 21                      9th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	157	147	93.8%	15.7	2.0	B
	Through	831	855	102.9%	13.7	2.0	B
	Right Turn	44	53	120.0%	8.3	2.2	A
	Subtotal	1,032	1,055	102.2%	13.7	1.9	B
EB	Left Turn						
	Through	248	229	92.3%	8.7	2.2	A
	Right Turn	24	26	108.3%	6.2	3.2	A
	Subtotal	272	255	93.7%	8.4	1.8	A
WB	Left Turn	2	5	240.0%	8.2	5.0	A
	Through	411	406	98.7%	13.4	1.1	B
	Right Turn						
	Subtotal	413	410	99.4%	13.3	1.0	B
Total		1,717	1,720	100.2%	12.9	1.2	B

Intersection 22                      9th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	745	777	104.3%	9.9	1.1	A
	Right Turn	166	169	101.9%	7.9	1.4	A
	Subtotal	911	946	103.8%	9.6	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	141	150	106.4%	3.9	0.6	A
	Through	824	814	98.7%	4.1	0.5	A
	Right Turn						
	Subtotal	965	964	99.9%	4.0	0.3	A
Total		1,876	1,910	101.8%	6.8	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 23

9th Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	136	139	102.1%	10.2	1.2	B
	Through	816	849	104.0%	10.5	1.5	B
	Right Turn						
	Subtotal	952	988	103.7%	10.5	1.4	B
EB	Left Turn						
	Through	939	946	100.8%	13.4	1.0	B
	Right Turn	292	296	101.5%	8.6	1.1	A
	Subtotal	1,231	1,243	101.0%	12.3	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,183	2,230	102.2%	11.5	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 24                      10th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	192	198	103.3%	13.0	1.7	B
	Through	527	502	95.3%	8.8	1.0	A
	Right Turn						
	Subtotal	719	700	97.4%	10.0	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,316	1,259	95.7%	12.6	1.3	B
	Right Turn	218	227	104.0%	7.3	1.7	A
	Subtotal	1,534	1,486	96.9%	11.8	1.1	B
Total		2,253	2,186	97.0%	11.2	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 25                      10th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	62	62	100.0%	9.1	2.6	A
	Through	700	716	102.3%	10.3	1.4	B
	Right Turn	125	124	99.2%	6.6	1.1	A
	Subtotal	887	902	101.7%	9.7	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	59	53	90.2%	21.8	8.7	C
	Through	354	329	93.0%	18.6	5.9	B
	Right Turn						
	Subtotal	413	382	92.6%	19.0	6.3	B
WB	Left Turn						
	Through	333	336	101.0%	10.8	1.8	B
	Right Turn	79	44	55.2%	7.5	3.6	A
	Subtotal	412	380	92.2%	10.4	1.6	B
Total		1,712	1,665	97.2%	12.0	1.7	B

Intersection 26                      10th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	83	86	104.1%	17.1	1.3	B
	Through	586	602	102.7%	16.6	0.8	B
	Right Turn						
	Subtotal	669	688	102.9%	16.7	0.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	903	898	99.4%	13.3	1.3	B
	Right Turn	106	112	105.7%	7.5	1.9	A
	Subtotal	1,009	1,010	100.1%	12.7	1.3	B
Total		1,678	1,698	101.2%	14.3	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 27                      10th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	531	542	102.1%	9.6	1.2	A
	Right Turn	34	35	103.5%	5.6	1.8	A
	Subtotal	565	577	102.2%	9.3	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	135	145	107.3%	17.6	1.7	B
	Through	948	947	99.9%	18.9	0.5	B
	Right Turn						
	Subtotal	1,083	1,092	100.8%	18.7	0.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,648	1,669	101.3%	15.5	0.5	B

Intersection 28                      12th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	454	444	97.8%	19.0	2.8	B
	Through	771	809	104.9%	13.3	1.3	B
	Right Turn	73	78	106.8%	3.9	1.2	A
	Subtotal	1,298	1,331	102.5%	14.7	1.8	B
EB	Left Turn						
	Through	224	219	97.7%	10.5	1.1	B
	Right Turn	9	10	111.1%	4.7	4.4	A
	Subtotal	233	229	98.2%	10.3	1.1	B
WB	Left Turn	30	27	90.7%	17.1	4.2	B
	Through	129	136	105.1%	12.0	2.5	B
	Right Turn						
	Subtotal	159	163	102.4%	12.7	2.5	B
Total		1,690	1,722	101.9%	13.9	1.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 29                      15th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	163	152	93.3%	10.1	2.3	B
	Through	1,136	1,150	101.3%	10.3	2.1	B
	Right Turn	64	65	101.9%	8.2	1.9	A
	Subtotal	1,363	1,368	100.3%	10.1	2.0	B
EB	Left Turn						
	Through	257	245	95.4%	15.9	1.7	B
	Right Turn	11	11	101.8%	11.9	6.8	B
	Subtotal	268	256	95.7%	15.7	1.7	B
WB	Left Turn	35	43	122.3%	40.7	15.7	D
	Through	286	299	104.5%	33.8	10.0	C
	Right Turn						
	Subtotal	321	342	106.4%	34.7	10.6	C
Total		1,952	1,966	100.7%	15.1	3.3	B

Intersection 30                      15th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	911	725	79.6%	87.6	26.7	F
	Right Turn	404	360	89.2%	35.2	12.9	D
	Subtotal	1,315	1,086	82.6%	70.2	21.3	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	941	915	97.2%	30.5	7.1	C
	Through	741	759	102.4%	12.3	1.2	B
	Right Turn						
	Subtotal	1,682	1,674	99.5%	22.2	3.8	C
Total		2,997	2,759	92.1%	40.9	9.3	D

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 31                      15th Street-X Street/US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	1,571	988	62.9%	55.8	16.5	E
	Right Turn	72	71	98.3%	30.2	20.5	C
	Subtotal	1,643	1,059	64.4%	54.1	16.6	D
SB	Left Turn	664	506	76.2%	53.4	4.0	D
	Through	651	593	91.1%	28.7	1.9	C
	Right Turn						
	Subtotal	1,315	1,099	83.6%	40.1	2.9	D
SE	Left Turn	593	584	98.5%	26.1	3.6	C
	Through						
	Right Turn	138	136	98.6%	31.6	6.6	C
	Subtotal	731	720	98.5%	27.2	3.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,689	2,878	78.0%	42.1	6.1	D

Intersection 32                      15th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	505	454	90.0%	29.6	1.3	C
	Through						
	Right Turn	302	288	95.4%	17.4	2.0	B
	Subtotal	807	742	92.0%	24.9	1.5	C
EB	Left Turn						
	Through	607	583	96.0%	17.3	2.8	B
	Right Turn						
	Subtotal	607	583	96.0%	17.3	2.8	B
WB	Left Turn						
	Through	534	517	96.8%	22.0	1.6	C
	Right Turn						
	Subtotal	534	517	96.8%	22.0	1.6	C
Total		1,948	1,842	94.6%	21.7	1.1	C



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	35	30	85.7%	6.1	1.2	A
	Through	2,004	1,865	93.1%	7.3	0.3	A
	Right Turn	19	16	86.3%	6.3	1.1	A
	Subtotal	2,058	1,912	92.9%	7.2	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	463	444	95.9%	22.7	5.0	C
	Through	505	496	98.1%	18.1	3.9	B
	Right Turn						
	Subtotal	968	940	97.1%	20.3	4.2	C
WB	Left Turn						
	Through	43	48	111.6%	8.4	2.5	A
	Right Turn	87	90	103.4%	4.7	1.0	A
	Subtotal	130	138	106.2%	6.1	1.6	A
<b>Total</b>		<b>3,156</b>	<b>2,989</b>	<b>94.7%</b>	<b>11.3</b>	<b>1.7</b>	<b>B</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	460	434	94.3%	15.3	1.5	B
	Through	1,956	1,820	93.0%	18.6	1.3	B
	Right Turn	119	133	111.6%	15.6	1.8	B
	Subtotal	2,535	2,387	94.2%	17.8	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	333	319	95.9%	14.7	2.3	B
	Right Turn	102	91	89.4%	13.3	4.1	B
	Subtotal	435	410	94.3%	14.4	2.5	B
<b>Total</b>		<b>2,970</b>	<b>2,797</b>	<b>94.2%</b>	<b>17.3</b>	<b>1.2</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 35                      16th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	2,172	2,028	93.4%	61.3	17.5	E
	Right Turn	89	92	103.4%	45.6	16.5	D
	Subtotal	2,261	2,120	93.7%	60.6	17.5	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	363	375	103.3%	20.6	2.2	C
	Through	1,388	1,390	100.1%	34.3	9.8	C
	Right Turn						
	Subtotal	1,751	1,765	100.8%	31.4	7.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,012	3,884	96.8%	47.4	9.0	D

Intersection 36                      16th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	43	41	95.8%	22.2	10.1	C
	Through	1,224	1,178	96.2%	20.6	8.0	C
	Right Turn	115	123	107.1%	13.7	7.1	B
	Subtotal	1,382	1,342	97.1%	20.0	7.9	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	181	172	95.2%	37.5	21.1	D
	Through	242	228	94.2%	37.3	20.8	D
	Right Turn						
	Subtotal	423	400	94.7%	37.4	21.0	D
WB	Left Turn						
	Through	273	300	110.0%	14.4	3.4	B
	Right Turn	99	92	92.9%	9.7	3.9	A
	Subtotal	372	392	105.5%	13.3	3.4	B
Total		2,177	2,135	98.1%	22.0	9.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 37                      W Street-16th Street/16th Street-US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	137	115	84.1%	15.7	3.4	B
	Through	552	565	102.3%	27.5	1.3	C
	Right Turn						
	Subtotal	689	680	98.7%	25.5	1.1	C
WB	Left Turn						
	Through	1,402	1,088	77.6%	37.0	11.3	D
	Right Turn	187	67	35.9%	42.2	13.5	D
	Subtotal	1,589	1,155	72.7%	37.4	11.4	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	461	464	100.7%	36.4	6.8	D
	Through						
	Right Turn	283	274	96.8%	33.3	6.5	C
	Subtotal	744	738	99.2%	35.3	6.5	D
Total		3,022	2,574	85.2%	33.8	5.9	C

Intersection 38                      16th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	379	374	98.7%	12.3	1.3	B
	Right Turn	200	192	95.8%	11.9	2.6	B
	Subtotal	579	566	97.7%	12.2	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	896	829	92.5%	8.8	0.4	A
	Through	1,169	1,058	90.5%	9.8	0.9	A
	Right Turn	235	214	91.1%	7.2	1.0	A
	Subtotal	2,300	2,101	91.4%	9.1	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,879	2,667	92.6%	9.8	0.6	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 39                      16th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	29	27	92.4%	25.5	8.0	C
	Through	359	354	98.7%	20.3	2.7	C
	Right Turn	27	30	112.6%	12.5	4.9	B
	Subtotal	415	412	99.2%	20.1	2.6	C
SB	Left Turn	18	10	57.8%	20.3	12.0	C
	Through	216	199	92.0%	15.1	3.0	B
	Right Turn	1	2	160.0%	2.7	5.4	A
	Subtotal	235	211	89.7%	15.3	3.0	B
EB	Left Turn	87	88	101.6%	30.8	5.8	C
	Through	698	620	88.8%	13.3	1.7	B
	Right Turn	327	315	96.4%	7.3	0.8	A
	Subtotal	1,112	1,023	92.0%	13.0	1.8	B
WB	Left Turn	109	93	85.1%	34.0	7.6	C
	Through	504	486	96.3%	18.4	1.5	B
	Right Turn	133	140	105.6%	15.8	2.9	B
	Subtotal	746	719	96.4%	19.9	1.2	B
Total		2,508	2,364	94.3%	16.6	0.8	B

Intersection 40                      19th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	177	195	110.1%	22.7	2.5	C
	Through	922	925	100.3%	19.7	1.7	B
	Right Turn	68	74	109.4%	12.1	2.0	B
	Subtotal	1,167	1,194	102.3%	19.7	1.6	B
EB	Left Turn						
	Through	232	222	95.5%	12.3	2.0	B
	Right Turn	84	92	109.5%	9.2	2.2	A
	Subtotal	316	314	99.2%	11.4	1.7	B
WB	Left Turn	33	36	110.3%	9.4	3.8	A
	Through	292	285	97.5%	8.7	1.4	A
	Right Turn						
	Subtotal	325	321	98.8%	8.8	1.3	A
Total		1,808	1,829	101.2%	16.4	1.1	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

**Intersection 41**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	984	1,015	103.2%	23.0	3.4	C
	Right Turn	190	175	92.0%	12.7	3.9	B
	Subtotal	1,174	1,190	101.4%	21.5	3.3	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	88	88	99.5%	16.1	3.2	B
	Through	999	986	98.7%	14.7	1.2	B
	Right Turn						
	Subtotal	1,087	1,073	98.7%	14.8	1.2	B
<b>Total</b>		<b>2,261</b>	<b>2,263</b>	<b>100.1%</b>	<b>18.4</b>	<b>1.9</b>	<b>B</b>

**Intersection 42**                      **19th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	17	17	98.8%	1.4	1.0	A
	Subtotal	17	17	98.8%	1.4	1.0	A
SB	Left Turn	283	289	102.0%	8.9	1.0	A
	Through	789	815	103.3%	7.8	0.9	A
	Right Turn						
	Subtotal	1,072	1,104	102.9%	8.1	0.8	A
EB	Left Turn						
	Through	1,115	1,091	97.9%	15.1	1.8	B
	Right Turn	108	118	109.3%	8.0	1.9	A
	Subtotal	1,223	1,209	98.9%	14.4	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,312</b>	<b>2,330</b>	<b>100.8%</b>	<b>11.3</b>	<b>1.1</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 43                      19th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	28	24	87.1%	35.9	7.9	D
	Through	1	0	40.0%	2.8	8.9	A
	Right Turn	25	26	105.6%	14.7	10.3	B
	Subtotal	54	51	94.8%	24.2	5.3	C
SB	Left Turn	121	116	95.9%	13.5	4.2	B
	Through	712	724	101.7%	16.4	3.5	B
	Right Turn	64	69	107.5%	13.1	5.1	B
	Subtotal	897	909	101.3%	15.8	3.3	B
EB	Left Turn	12	13	110.0%	30.6	16.6	C
	Through	563	506	89.9%	13.3	1.6	B
	Right Turn	145	119	82.2%	10.3	3.1	B
	Subtotal	720	638	88.7%	13.1	1.8	B
WB	Left Turn	88	97	110.0%	31.9	7.6	C
	Through	620	593	95.7%	16.8	4.1	B
	Right Turn	4	4	90.0%	7.8	12.5	A
	Subtotal	712	694	97.4%	18.8	4.2	B
Total		2,383	2,292	96.2%	16.2	2.6	B

Intersection 44                      21st Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	99	98	99.0%	17.5	2.2	B
	Through	1,009	1,012	100.3%	17.4	1.1	B
	Right Turn	41	39	95.6%	13.7	2.5	B
	Subtotal	1,149	1,149	100.0%	17.3	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	9	8	88.9%	13.0	9.5	B
	Through	165	174	105.7%	14.4	1.8	B
	Right Turn						
	Subtotal	174	182	104.8%	14.4	1.8	B
WB	Left Turn						
	Through	213	213	99.9%	13.0	1.3	B
	Right Turn	65	65	100.3%	13.4	2.5	B
	Subtotal	278	278	100.0%	13.1	1.2	B
Total		1,601	1,609	100.5%	16.2	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 45

21st Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	413	406	98.2%	10.0	1.2	A
	Right Turn	94	91	96.6%	5.7	1.2	A
	Subtotal	507	496	97.9%	9.2	1.0	A
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	246	238	96.7%	9.4	2.4	A
	Right Turn						
	Subtotal	247	238	96.4%	9.4	2.4	A
EB	Left Turn	232	221	95.3%	13.4	2.3	B
	Through	1,117	1,124	100.6%	11.4	1.1	B
	Right Turn	56	66	117.1%	7.7	1.2	A
	Subtotal	1,405	1,410	100.4%	11.5	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,159	2,145	99.3%	10.8	0.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 46

9th Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	412	348	84.6%	101.0	48.5	F
	Right Turn	93	93	100.2%	20.9	17.0	C
	Subtotal	505	442	87.4%	84.3	42.8	F
SE	Left Turn	480	469	97.8%	33.7	4.7	C
	Through						
	Right Turn	108	104	96.7%	27.4	4.9	C
	Subtotal	588	574	97.6%	32.6	4.6	C
EB	Left Turn	87	90	103.9%	43.5	8.6	D
	Through	355	355	99.9%	41.5	6.1	D
	Right Turn	30	30	100.0%	4.1	1.7	A
	Subtotal	472	475	100.7%	39.6	6.0	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,565	1,490	95.2%	50.0	11.3	D



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

**Intersection 47**                      **29th Street/J Street-B-80 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	54	52	96.3%	28.5	6.3	C
	Through	316	330	104.6%	28.2	0.8	C
	Right Turn						
	Subtotal	370	382	103.4%	28.2	1.2	C
EB	Left Turn						
	Through	921	868	94.2%	26.8	7.2	C
	Right Turn	247	245	99.1%	20.0	6.5	C
	Subtotal	1,168	1,113	95.3%	25.4	6.9	C
SW	Left Turn	184	182	99.1%	35.5	4.4	D
	Through	274	276	100.9%	32.1	2.4	C
	Right Turn						
	Subtotal	458	459	100.2%	33.4	2.1	C
Total		1,996	1,954	97.9%	27.8	3.7	C

**Intersection 48**                      **Bus 80 Off-Ramp/29th Street-P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	328	340	103.7%	33.8	11.5	C
	Through						
	Right Turn	154	151	97.9%	20.3	3.6	C
	Subtotal	482	491	101.8%	29.7	7.6	C
SB	Left Turn	402	413	102.7%	49.3	18.0	D
	Through	352	332	94.3%	28.2	4.7	C
	Right Turn	83	69	82.9%	4.8	1.6	A
	Subtotal	837	814	97.2%	37.2	11.0	D
WB	Left Turn	91	80	88.4%	17.9	5.8	B
	Through	656	610	93.0%	20.5	4.3	C
	Right Turn						
	Subtotal	747	691	92.5%	20.2	4.2	C
Total		2,066	1,995	96.6%	29.6	4.7	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 49 SR 99 on-ramp/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	1	80.0%	1.6	4.1	A
	Through	147	151	102.6%	7.8	2.1	A
	Right Turn	206	227	110.3%	5.2	1.0	A
	Subtotal	354	379	107.0%	6.2	1.1	A
EB	Left Turn						
	Through	458	441	96.2%	6.7	0.7	A
	Right Turn	323	320	98.9%	4.8	0.7	A
	Subtotal	781	760	97.4%	5.9	0.5	A
WB	Left Turn	237	232	97.7%	26.9	3.2	C
	Through	719	712	99.0%	6.8	0.7	A
	Right Turn						
	Subtotal	956	943	98.7%	11.7	1.1	B
Total		2,091	2,082	99.6%	8.6	0.6	A

Intersection 50 30th Street/J Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	329	328	99.7%	21.4	1.5	C
	Through	509	496	97.5%	18.3	1.4	B
	Right Turn	158	144	90.9%	10.4	2.2	B
	Subtotal	996	968	97.2%	18.2	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	375	352	93.9%	21.3	3.1	C
	Through	784	764	97.4%	22.3	3.6	C
	Right Turn						
	Subtotal	1,159	1,116	96.3%	22.0	3.4	C
WB	Left Turn						
	Through						
	Right Turn	189	178	94.0%	35.5	10.9	D
	Subtotal	189	178	94.0%	35.5	10.9	D
Total		2,344	2,261	96.5%	21.5	1.8	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 51                      30th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	444	449	101.1%	10.9	0.8	B
	Through	270	264	97.6%	11.6	1.6	B
	Right Turn	73	80	109.0%	11.9	8.0	B
	Subtotal	787	792	100.6%	11.4	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	682	698	102.4%	19.4	1.8	B
	Right Turn						
	Subtotal	682	698	102.4%	19.4	1.8	B
WB	Left Turn						
	Through	647	613	94.7%	7.3	1.5	A
	Right Turn	385	398	103.3%	8.6	1.0	A
	Subtotal	1,032	1,010	97.9%	7.8	1.1	A
Total		2,501	2,501	100.0%	12.2	0.7	B

Intersection 52                      SR 99 off-ramp/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	87	78	89.2%	7.9	2.5	A
	Through						
	Right Turn	142	146	102.5%	3.2	0.4	A
	Subtotal	229	223	97.5%	4.8	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	458	438	95.6%	7.0	0.5	A
	Right Turn						
	Subtotal	458	438	95.6%	7.0	0.5	A
WB	Left Turn						
	Through	869	864	99.4%	6.0	0.8	A
	Right Turn						
	Subtotal	869	864	99.4%	6.0	0.8	A
Total		1,556	1,525	98.0%	6.1	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	184	160	86.7%	80.3	29.2	F
	Through	366	343	93.7%	22.1	4.3	C
	Right Turn	57	62	109.5%	16.3	6.2	B
	Subtotal	607	565	93.0%	38.0	11.4	D
SB	Left Turn	69	63	91.0%	47.8	21.1	D
	Through	318	310	97.6%	24.2	7.5	C
	Right Turn	83	89	107.0%	18.5	5.7	B
	Subtotal	470	462	98.3%	26.2	7.8	C
EB	Left Turn	15	11	72.0%	37.0	23.2	D
	Through	735	756	102.8%	17.8	1.4	B
	Right Turn	5	7	144.0%	13.8	12.1	B
	Subtotal	755	774	102.5%	18.0	1.5	B
WB	Left Turn	53	48	90.6%	77.4	32.5	E
	Through	733	752	102.6%	13.7	1.8	B
	Right Turn	186	174	93.8%	13.8	2.2	B
	Subtotal	972	974	100.2%	16.9	2.3	B
Total		2,804	2,775	99.0%	23.0	3.9	C

Intersection 54 Alhambra Boulevard/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	415	391	94.3%	37.4	36.1	D
	Right Turn	49	52	105.3%	33.2	43.6	C
	Subtotal	464	443	95.4%	36.8	36.9	D
SB	Left Turn	37	31	83.2%	38.4	4.8	D
	Through	339	338	99.8%	33.1	3.9	C
	Right Turn						
	Subtotal	376	369	98.2%	33.5	3.7	C
EB	Left Turn	81	87	107.7%	23.7	5.9	C
	Through	42	46	110.5%	12.7	3.3	B
	Right Turn	120	115	96.0%	6.7	1.9	A
	Subtotal	243	249	102.4%	13.7	2.7	B
WB	Left Turn	57	58	101.8%	36.9	20.6	D
	Through						
	Right Turn	111	97	87.2%	27.8	28.9	C
	Subtotal	168	155	92.1%	31.8	26.3	C
Total		1,251	1,216	97.2%	29.5	15.2	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	1	80.0%	2.8	6.0	A
	Through	486	446	91.8%	11.5	2.3	B
	Right Turn	20	28	138.0%	7.8	4.0	A
	Subtotal	507	474	93.6%	11.3	2.3	B
EB	Left Turn	10	10	104.0%	13.2	5.5	B
	Through	148	144	97.0%	11.0	1.3	B
	Right Turn	520	555	106.7%	8.8	1.5	A
	Subtotal	678	709	104.5%	9.3	1.1	A
WB	Left Turn	45	48	106.7%	10.8	3.1	B
	Through	158	156	98.5%	9.2	1.6	A
	Right Turn	1	1	80.0%	0.5	1.3	A
	Subtotal	204	204	100.2%	9.5	1.6	A
Total		1,389	1,388	99.9%	10.1	0.9	B

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	801	810	101.1%	6.5	0.7	A
	Right Turn	143	158	110.2%	5.2	0.5	A
	Subtotal	944	968	102.5%	6.2	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	159	164	103.4%	14.7	2.7	B
	Through	561	539	96.1%	15.3	0.8	B
	Right Turn						
	Subtotal	720	704	97.7%	15.1	1.2	B
Total		1,664	1,671	100.4%	10.0	0.5	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions with Improvements  
PM Peak Hour

Intersection 57                      15th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	72	71	98.3%	5.6	1.8	A
	Through	876	890	101.6%	4.1	0.6	A
	Right Turn						
	Subtotal	948	960	101.3%	4.2	0.6	A
EB	Left Turn						
	Through	928	950	102.4%	18.1	2.4	B
	Right Turn	135	128	94.8%	13.2	3.4	B
	Subtotal	1,063	1,078	101.4%	17.5	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,011	2,039	101.4%	11.3	1.4	B

Intersection 58                      19th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	123	130	106.0%	32.8	11.0	C
	Through	447	452	101.2%	32.9	9.7	C
	Right Turn						
	Subtotal	570	583	102.2%	32.8	9.9	C
EB	Left Turn	90	98	109.3%	11.9	1.7	B
	Through	798	828	103.8%	11.9	0.8	B
	Right Turn	493	459	93.1%	9.1	0.7	A
	Subtotal	1,381	1,386	100.3%	11.0	0.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,951	1,968	100.9%	17.5	3.5	B

## **APPENDIX G.3:**

Cumulative Intersection

Level of Service (LOS) Calculations

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
AM Peak Hour

**Intersection 1**                      **3rd Street-I-5 off-ramp/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	37	32	85.4%	48.1	14.1	D
	Through						
	Right Turn	1,934	1,879	97.2%	50.1	14.1	D
	Subtotal	1,971	1,911	96.9%	50.0	14.1	D
SB	Left Turn	87	77	88.3%	50.8	6.6	D
	Through	201	192	95.5%	45.8	6.8	D
	Right Turn						
	Subtotal	288	269	93.3%	47.2	5.7	D
EB	Left Turn	35	31	88.0%	43.4	15.3	D
	Through	1,574	1,532	97.3%	50.2	11.7	D
	Right Turn	465	444	95.4%	78.2	20.1	E
	Subtotal	2,074	2,006	96.7%	56.4	13.2	E
NB	Left Turn						
	Through						
	Right Turn	49	44	90.6%	30.4	7.2	C
	Subtotal	49	44	90.6%	30.4	7.2	C
Total		4,382	4,230	96.5%	52.8	8.2	D

**Intersection 2**                      **3rd Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	113	102	90.3%	27.6	3.2	C
	Through	619	637	102.9%	30.0	1.7	C
	Right Turn	1,022	978	95.7%	5.4	0.9	A
	Subtotal	1,754	1,717	97.9%	15.8	0.8	B
EB	Left Turn	20	20	100.0%	58.1	11.9	E
	Through	969	928	95.8%	31.3	4.3	C
	Right Turn	430	424	98.5%	18.9	3.9	B
	Subtotal	1,419	1,372	96.7%	27.9	4.1	C
WB	Left Turn	95	96	100.6%	38.5	5.8	D
	Through	257	236	91.7%	16.6	2.8	B
	Right Turn	5	2	48.0%	3.4	5.9	A
	Subtotal	357	334	93.4%	23.1	3.4	C
Total		3,530	3,422	97.0%	21.4	1.6	C



**SimTraffic Post-Processor**  
**Average Results from 10 Runs**  
**Volume and Delay by Movement**

**Sacramento Downtown Specific Plan**  
**Cumulative No Project Conditions**  
**AM Peak Hour**

**Intersection 3                      3rd Street/P Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	209	200	95.5%	11.6	2.4	B
	Right Turn	271	257	94.9%	5.5	0.7	A
	Subtotal	480	457	95.2%	8.2	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	147	162	110.2%	2.7	0.4	A
	Through	606	601	99.1%	1.5	0.2	A
	Right Turn						
	Subtotal	753	763	101.3%	1.8	0.2	A
Total		1,233	1,220	98.9%	4.2	0.6	A

**Intersection 4                      3rd Street/Q Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	168	177	105.2%	30.9	6.4	C
	Through	188	184	97.9%	28.6	4.2	C
	Right Turn						
	Subtotal	356	361	101.3%	29.6	4.3	C
EB	Left Turn						
	Through	2,153	2,111	98.1%	10.9	0.9	B
	Right Turn	491	487	99.1%	8.5	1.8	A
	Subtotal	2,644	2,598	98.3%	10.5	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,000	2,959	98.6%	12.8	1.1	B

Intersection 5

5th Street/W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	150	128	85.1%	21.5	1.9	C
	Left Turn 2	113	90	79.6%	29.6	2.1	C
	Left Turn	526	484	92.1%	30.7	1.9	C
	Through	317	292	92.2%	31.4	2.2	C
	Right Turn						
	Subtotal	1,106	994	89.9%	29.6	1.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	198	196	99.2%	12.8	2.6	B
	Through	101	94	93.5%	19.4	3.4	B
	Right Turn	391	392	100.4%	16.7	2.2	B
	Right Turn 2	305	302	99.0%	10.6	1.9	B
	Subtotal	995	985	99.0%	14.3	1.6	B
Total		2,101	1,980	94.2%	22.0	1.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
AM Peak Hour

Intersection 6

5th Street/J Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn		385	102.9%	29.5	2.3	C
	Through	374					
	Right Turn	369	310	84.1%	95.7	39.9	F
	Subtotal	743	695	93.6%	59.5	19.2	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	672	641	95.4%	12.1	1.0	B
	Through	2,399	2,320	96.7%	15.3	1.1	B
	Right Turn	130	115	88.3%	16.8	4.6	B
	Subtotal	3,201	3,076	96.1%	14.7	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,944	3,771	95.6%	23.0	3.7	C

**Intersection 7                      5th Street/L Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	44	42	95.5%	10.9	2.9	B
	Through	627	627	100.0%	18.8	3.1	B
	Right Turn						
	Subtotal	671	669	99.7%	18.3	2.9	B
SB	Left Turn						
	Through						
	Right Turn	130	113	87.1%	4.0	1.5	A
	Subtotal	130	113	87.1%	4.0	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	983	955	97.2%	13.0	0.7	B
	Right Turn	116	122	105.5%	8.8	5.6	A
	Subtotal	1,099	1,078	98.1%	12.6	1.0	B
Total		1,900	1,860	97.9%	14.1	1.4	B

**Intersection 8                      5th Street/Capitol Mall                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	229	223	97.3%	9.1	1.2	A
	Through	372	384	103.2%	11.2	0.9	B
	Right Turn	84	86	102.4%	9.0	3.3	A
	Subtotal	685	693	101.1%	10.2	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	288	305	106.0%	19.0	1.8	B
	Through	612	596	97.5%	10.2	1.0	B
	Right Turn						
	Subtotal	900	902	100.2%	13.2	0.9	B
WB	Left Turn						
	Through	135	132	97.5%	13.0	4.0	B
	Right Turn	32	31	96.3%	9.2	7.0	A
	Subtotal	167	162	97.2%	12.3	3.8	B
Total		1,752	1,757	100.3%	12.0	0.7	B

**Intersection 9**                      **5th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	656	648	98.8%	16.1	1.3	B
	Right Turn	418	412	98.5%	10.3	2.4	B
	Subtotal	1,074	1,060	98.7%	13.9	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	49	56	113.5%	13.1	4.5	B
	Through	737	684	92.8%	14.0	0.9	B
	Right Turn						
	Subtotal	786	739	94.0%	13.9	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,860</b>	<b>1,799</b>	<b>96.7%</b>	<b>13.9</b>	<b>0.6</b>	<b>B</b>

**Intersection 10**                      **5th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	139	139	99.9%	13.5	2.8	B
	Through	567	579	102.2%	13.0	0.9	B
	Right Turn						
	Subtotal	706	718	101.7%	13.1	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	576	585	101.6%	10.1	0.8	B
	Right Turn	246	242	98.5%	6.0	1.1	A
	Subtotal	822	828	100.7%	8.9	0.5	A
<b>Total</b>		<b>1,528</b>	<b>1,546</b>	<b>101.2%</b>	<b>10.9</b>	<b>0.7</b>	<b>B</b>

**Intersection 11**                      **5th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	385	389	101.1%	33.6	2.3	C
	Right Turn	82	84	102.4%	14.1	2.1	B
	Subtotal	467	473	101.3%	30.2	2.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	321	325	101.3%	5.6	0.8	A
	Through	2,056	2,027	98.6%	6.5	0.5	A
	Right Turn						
	Subtotal	2,377	2,352	99.0%	6.4	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,844</b>	<b>2,826</b>	<b>99.4%</b>	<b>10.4</b>	<b>0.6</b>	<b>B</b>

**Intersection 12**                      **6th Street/J Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	54	52	96.3%	31.3	10.2	D
	Right Turn	39	42	106.7%	27.5	8.1	D
	Subtotal	93	94	100.6%	29.9	7.1	D
SB	Left Turn	23	24	102.6%	27.4	16.5	D
	Through						
	Right Turn						
	Subtotal	23	24	102.6%	27.4	16.5	D
EB	Left Turn	299	285	95.3%	5.3	0.6	A
	Through	2,433	2,302	94.6%	5.5	0.6	A
	Right Turn						
	Subtotal	2,732	2,587	94.7%	5.4	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,848</b>	<b>2,704</b>	<b>94.9%</b>	<b>6.5</b>	<b>0.6</b>	<b>A</b>

**Intersection 13**                      **7th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	125	124	98.9%	28.2	5.9	C
	Through	494	502	101.7%	26.9	3.4	C
	Right Turn						
	Subtotal	619	626	101.1%	27.1	3.4	C
EB	Left Turn						
	Through	2,172	2,070	95.3%	7.8	0.7	A
	Right Turn	323	295	91.4%	8.0	0.9	A
	Subtotal	2,495	2,366	94.8%	7.8	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,114</b>	<b>2,992</b>	<b>96.1%</b>	<b>11.9</b>	<b>0.8</b>	<b>B</b>

**Intersection 14**                      **7th Street/L Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	542	528	97.3%	10.8	1.0	B
	Right Turn	128	121	94.7%	12.0	2.2	B
	Subtotal	670	649	96.8%	11.1	1.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	184	206	112.0%	12.5	1.5	B
	Through	982	978	99.6%	11.4	0.7	B
	Right Turn						
	Subtotal	1,166	1,184	101.5%	11.6	0.8	B
<b>Total</b>		<b>1,836</b>	<b>1,832</b>	<b>99.8%</b>	<b>11.4</b>	<b>0.5</b>	<b>B</b>

**Intersection 15**                      **8th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	158	133	84.1%	7.0	0.6	A
	Through	261	244	93.5%	11.6	1.7	B
	Right Turn						
	Subtotal	419	377	89.9%	10.0	1.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	220	221	100.4%	8.7	1.3	A
	Right Turn	130	131	100.9%	3.3	0.5	A
	Subtotal	350	352	100.6%	6.7	0.8	A
<b>Total</b>		<b>769</b>	<b>729</b>	<b>94.8%</b>	<b>8.4</b>	<b>0.9</b>	<b>A</b>

**Intersection 16**                      **8th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	156	160	102.6%	11.0	2.2	B
	Through	362	320	88.5%	10.7	0.8	B
	Right Turn	229	231	100.8%	10.0	1.8	A
	Subtotal	747	711	95.2%	10.5	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	131	128	98.0%	22.0	10.9	C
	Through	681	646	94.9%	26.5	12.0	C
	Right Turn						
	Subtotal	812	775	95.4%	25.7	11.8	C
WB	Left Turn						
	Through	21	30	141.0%	26.7	2.9	C
	Right Turn	1	1	80.0%	1.5	3.1	A
	Subtotal	22	30	138.2%	26.2	3.5	C
<b>Total</b>		<b>1,581</b>	<b>1,516</b>	<b>95.9%</b>	<b>18.8</b>	<b>6.5</b>	<b>B</b>



**Intersection 17**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	172	152	88.4%	7.9	1.1	A
	Through	607	574	94.5%	7.7	1.0	A
	Right Turn						
	Subtotal	779	726	93.1%	7.8	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	894	895	100.1%	11.4	1.2	B
	Right Turn	204	192	93.9%	6.4	1.6	A
	Subtotal	1,098	1,087	99.0%	10.5	1.1	B
<b>Total</b>		<b>1,877</b>	<b>1,812</b>	<b>96.6%</b>	<b>9.4</b>	<b>0.8</b>	<b>A</b>

**Intersection 18**                      **8th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	323	319	98.8%	26.4	3.5	C
	Right Turn	267	247	92.4%	35.3	9.3	D
	Subtotal	590	566	95.9%	30.4	5.9	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	448	409	91.3%	6.4	0.6	A
	Through	1,849	1,762	95.3%	5.8	0.8	A
	Right Turn						
	Subtotal	2,297	2,172	94.5%	5.9	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,887</b>	<b>2,738</b>	<b>94.8%</b>	<b>11.0</b>	<b>1.5</b>	<b>B</b>

**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	177	187	105.5%	8.4	1.3	A
	Through	436	442	101.3%	12.4	1.3	B
	Right Turn						
	Subtotal	613	628	102.5%	11.3	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	989	998	100.9%	11.6	0.6	B
	Right Turn	144	133	92.2%	9.6	1.2	A
	Subtotal	1,133	1,130	99.8%	11.4	0.6	B
<b>Total</b>		<b>1,746</b>	<b>1,759</b>	<b>100.7%</b>	<b>11.4</b>	<b>0.6</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	336	326	97.0%	7.1	0.7	A
	Right Turn	204	206	101.2%	5.9	1.3	A
	Subtotal	540	532	98.6%	6.6	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	217	221	101.8%	17.9	2.1	B
	Through	952	953	100.1%	19.2	1.3	B
	Right Turn						
	Subtotal	1,169	1,174	100.4%	18.9	1.4	B
<b>Total</b>		<b>1,709</b>	<b>1,706</b>	<b>99.8%</b>	<b>15.1</b>	<b>1.3</b>	<b>B</b>

**Intersection 21**                      **9th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	219	214	97.7%	10.8	1.5	B
	Through	445	418	94.0%	10.0	1.4	A
	Right Turn						
	Subtotal	664	632	95.2%	10.3	1.3	B
EB	Left Turn						
	Through	850	848	99.8%	11.2	1.2	B
	Right Turn	210	209	99.4%	4.8	1.1	A
	Subtotal	1,060	1,057	99.7%	9.9	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,724</b>	<b>1,690</b>	<b>98.0%</b>	<b>10.0</b>	<b>0.7</b>	<b>B</b>

**Intersection 22**                      **9th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	565	539	95.4%	9.9	1.3	A
	Right Turn	163	153	94.0%	7.7	1.5	A
	Subtotal	728	692	95.1%	9.4	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	103	100	96.7%	5.5	0.4	A
	Through	894	873	97.7%	5.4	0.6	A
	Right Turn						
	Subtotal	997	973	97.6%	5.4	0.5	A
<b>Total</b>		<b>1,725</b>	<b>1,665</b>	<b>96.5%</b>	<b>7.1</b>	<b>0.5</b>	<b>A</b>

Intersection 23

9th Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	171	168	98.0%	11.5	1.4	B
	Through	501	483	96.4%	11.0	1.7	B
	Right Turn						
	Subtotal	672	651	96.8%	11.2	1.2	B
EB	Left Turn						
	Through	1,560	1,524	97.7%	16.1	1.2	B
	Right Turn	146	147	100.8%	7.5	2.5	A
	Subtotal	1,706	1,671	98.0%	15.4	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,378	2,322	97.6%	14.2	0.9	B

Intersection 24

10th Street/L Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	195	185	94.8%	10.0	2.7	A
	Through	602	605	100.5%	6.6	0.6	A
	Right Turn						
	Subtotal	797	790	99.1%	7.5	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,014	1,026	101.2%	9.8	0.9	A
	Right Turn	211	210	99.5%	5.7	1.0	A
	Subtotal	1,225	1,236	100.9%	9.1	0.9	A
Total		2,022	2,026	100.2%	8.5	0.8	A

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	718	705	98.2%	6.3	0.8	A
	Right Turn	87	78	89.2%	4.7	2.1	A
	Subtotal	805	783	97.2%	6.1	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	111	115	103.4%	11.3	0.8	B
	Through	965	954	98.9%	12.2	0.4	B
	Right Turn						
	Subtotal	1,076	1,069	99.3%	12.1	0.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,881</b>	<b>1,852</b>	<b>98.4%</b>	<b>9.6</b>	<b>0.5</b>	<b>A</b>

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	124	120	96.5%	14.9	1.5	B
	Through	921	893	97.0%	14.9	0.8	B
	Right Turn						
	Subtotal	1,045	1,013	96.9%	14.9	0.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	873	851	97.5%	11.6	1.1	B
	Right Turn	156	158	101.5%	5.0	1.0	A
	Subtotal	1,029	1,010	98.1%	10.6	1.0	B
<b>Total</b>		<b>2,074</b>	<b>2,022</b>	<b>97.5%</b>	<b>12.7</b>	<b>0.6</b>	<b>B</b>

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	715	709	99.1%	11.6	1.1	B
	Right Turn	77	78	101.8%	9.3	2.7	A
	Subtotal	792	787	99.4%	11.4	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	337	317	94.0%	17.5	0.8	B
	Through	1,410	1,387	98.4%	15.3	0.9	B
	Right Turn						
	Subtotal	1,747	1,704	97.5%	15.7	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,539</b>	<b>2,491</b>	<b>98.1%</b>	<b>14.3</b>	<b>0.6</b>	<b>B</b>

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,151	1,102	95.8%	9.4	0.5	A
	Right Turn	52	50	96.9%	3.5	1.2	A
	Subtotal	1,203	1,153	95.8%	9.1	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	17	16	91.8%	8.4	5.5	A
	Through	221	224	101.2%	9.1	1.5	A
	Right Turn						
	Subtotal	238	239	100.5%	9.0	1.4	A
<b>Total</b>		<b>1,441</b>	<b>1,392</b>	<b>96.6%</b>	<b>9.1</b>	<b>0.4</b>	<b>A</b>

**Intersection 29**                      **15th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	98	87	89.0%	6.8	1.0	A
	Through	675	666	98.6%	5.6	0.8	A
	Right Turn						
	Subtotal	773	753	97.4%	5.7	0.8	A
EB	Left Turn						
	Through	746	759	101.8%	39.0	7.1	D
	Right Turn	222	225	101.4%	6.9	1.6	A
	Subtotal	968	984	101.7%	31.7	6.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,741</b>	<b>1,737</b>	<b>99.8%</b>	<b>20.5</b>	<b>3.9</b>	<b>C</b>

**Intersection 30**                      **15th Street/W Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	591	596	100.9%	17.9	1.2	B
	Right Turn	121	116	96.2%	11.9	2.0	B
	Subtotal	712	713	100.1%	16.9	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	890	853	95.9%	17.1	1.6	B
	Through	1,006	1,007	100.1%	21.6	0.8	C
	Right Turn						
	Subtotal	1,896	1,860	98.1%	19.6	1.0	B
<b>Total</b>		<b>2,608</b>	<b>2,573</b>	<b>98.7%</b>	<b>18.8</b>	<b>0.8</b>	<b>B</b>



**Intersection 31**                      **15th Street-X Street/US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	936	929	99.3%	38.7	12.7	D
	Right Turn	46	50	107.8%	12.4	5.2	B
	Subtotal	982	979	99.7%	37.3	12.1	D
SB	Left Turn	425	425	100.0%	14.0	2.1	B
	Through	273	267	97.9%	15.6	1.5	B
	Right Turn						
	Subtotal	698	692	99.2%	14.6	1.6	B
SE	Left Turn	596	598	100.3%	32.9	9.2	C
	Through						
	Right Turn	101	103	102.2%	26.0	7.7	C
	Subtotal	697	701	100.6%	31.9	8.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,377</b>	<b>2,372</b>	<b>99.8%</b>	<b>29.1</b>	<b>7.9</b>	<b>C</b>

**Intersection 32**                      **15th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	272	273	100.3%	21.1	1.4	C
	Through						
	Right Turn	90	94	104.4%	8.6	1.9	A
	Subtotal	362	367	101.3%	17.9	1.3	B
EB	Left Turn						
	Through	470	477	101.5%	9.2	1.5	A
	Right Turn						
	Subtotal	470	477	101.5%	9.2	1.5	A
WB	Left Turn						
	Through	615	595	96.7%	15.6	0.7	B
	Right Turn						
	Subtotal	615	595	96.7%	15.6	0.7	B
<b>Total</b>		<b>1,447</b>	<b>1,439</b>	<b>99.4%</b>	<b>14.1</b>	<b>0.7</b>	<b>B</b>

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,715	1,699	99.1%	6.8	0.7	A
	Right Turn	14	15	108.6%	7.0	3.4	A
	Subtotal	1,729	1,714	99.2%	6.8	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	151	153	101.2%	9.6	0.9	A
	Through	278	256	92.2%	16.8	2.5	B
	Right Turn						
	Subtotal	429	409	95.4%	14.2	1.9	B
WB	Left Turn						
	Through						
	Right Turn	17	18	105.9%	5.1	2.1	A
	Subtotal	17	18	105.9%	5.1	2.1	A
<b>Total</b>		<b>2,175</b>	<b>2,142</b>	<b>98.5%</b>	<b>8.2</b>	<b>0.4</b>	<b>A</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	266	268	100.6%	12.7	1.5	B
	Through	1,441	1,423	98.7%	9.8	0.9	A
	Right Turn						
	Subtotal	1,707	1,690	99.0%	10.2	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	866	886	102.3%	11.6	0.7	B
	Right Turn	288	292	101.3%	8.7	1.8	A
	Subtotal	1,154	1,178	102.0%	10.9	0.8	B
<b>Total</b>		<b>2,861</b>	<b>2,868</b>	<b>100.2%</b>	<b>10.5</b>	<b>0.6</b>	<b>B</b>

**Intersection 35**                      **16th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,313	1,306	99.5%	15.7	1.5	B
	Right Turn	104	100	96.2%	5.6	1.4	A
	Subtotal	1,417	1,406	99.2%	15.0	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	394	384	97.6%	16.3	2.8	B
	Through	854	872	102.1%	11.2	1.2	B
	Right Turn						
	Subtotal	1,248	1,256	100.7%	12.8	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,665</b>	<b>2,662</b>	<b>99.9%</b>	<b>14.0</b>	<b>0.8</b>	<b>B</b>

**Intersection 36**                      **16th Street/N Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,188	1,227	103.3%	13.2	1.4	B
	Right Turn	132	134	101.8%	5.7	1.2	A
	Subtotal	1,320	1,362	103.2%	12.4	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	431	427	99.0%	7.0	1.0	A
	Through	420	429	102.2%	5.3	0.4	A
	Right Turn						
	Subtotal	851	856	100.6%	6.2	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,171</b>	<b>2,218</b>	<b>102.1%</b>	<b>10.0</b>	<b>0.8</b>	<b>B</b>

**Intersection 37**                      **W Street-16th Street/16th Street-US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	286	288	100.8%	21.3	1.9	C
	Through	1,076	1,013	94.2%	28.5	1.2	C
	Right Turn						
	Subtotal	1,362	1,302	95.6%	26.9	1.3	C
WB	Left Turn						
	Through	1,137	1,108	97.4%	43.7	6.3	D
	Right Turn	198	202	101.8%	23.9	5.6	C
	Subtotal	1,335	1,310	98.1%	40.7	6.0	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	473	482	102.0%	42.6	8.7	D
	Through						
	Right Turn	463	477	103.1%	37.2	3.8	D
	Subtotal	936	960	102.5%	40.0	6.2	D
<b>Total</b>		<b>3,633</b>	<b>3,571</b>	<b>98.3%</b>	<b>35.5</b>	<b>3.0</b>	<b>D</b>

**Intersection 38**                      **16th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	998	992	99.4%	7.8	0.5	A
	Right Turn	473	459	97.1%	10.5	1.0	B
	Subtotal	1,471	1,452	98.7%	8.7	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	619	594	95.9%	20.6	4.7	C
	Through	1,338	1,329	99.3%	24.5	5.2	C
	Right Turn						
	Subtotal	1,957	1,922	98.2%	23.4	5.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,428</b>	<b>3,374</b>	<b>98.4%</b>	<b>17.0</b>	<b>2.9</b>	<b>B</b>

**Intersection 39**                      **16th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	75	79	105.6%	31.4	8.3	C
	Through	1,006	962	95.6%	31.5	6.6	C
	Right Turn	61	64	104.3%	26.5	7.4	C
	Subtotal	1,142	1,104	96.7%	31.2	6.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	96	97	101.3%	32.6	5.4	C
	Through	560	583	104.1%	15.5	1.2	B
	Right Turn	86	85	98.6%	2.7	0.4	A
	Subtotal	742	765	103.1%	16.2	1.1	B
WB	Left Turn	183	184	100.3%	47.4	11.9	D
	Through	540	541	100.1%	21.0	3.7	C
	Right Turn	369	378	102.3%	21.2	4.8	C
	Subtotal	1,092	1,102	100.9%	25.5	4.9	C
Total		2,976	2,971	99.8%	25.3	3.2	C

**Intersection 40**                      **19th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	30	27	89.3%	8.0	3.3	A
	Through	450	453	100.6%	8.1	1.3	A
	Right Turn						
	Subtotal	480	480	99.9%	8.1	1.4	A
EB	Left Turn						
	Through	396	409	103.2%	10.7	1.6	B
	Right Turn	56	57	102.1%	7.9	2.3	A
	Subtotal	452	466	103.1%	10.3	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		932	946	101.5%	9.2	1.3	A

**Intersection 41**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	333	335	100.7%	11.6	0.9	B
	Right Turn	100	117	117.2%	5.8	1.2	A
	Subtotal	433	452	104.5%	10.1	0.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	222	218	98.4%	20.0	2.7	C
	Through	1,227	1,264	103.0%	17.4	1.6	B
	Right Turn						
	Subtotal	1,449	1,483	102.3%	17.8	1.7	B
<b>Total</b>		<b>1,882</b>	<b>1,935</b>	<b>102.8%</b>	<b>16.0</b>	<b>1.4</b>	<b>B</b>

**Intersection 42**                      **19th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	139	136	97.6%	8.4	0.8	A
	Through	416	415	99.8%	9.8	1.2	A
	Right Turn						
	Subtotal	555	551	99.2%	9.4	0.9	A
EB	Left Turn						
	Through	1,224	1,233	100.8%	17.2	1.3	B
	Right Turn	340	335	98.6%	11.5	3.0	B
	Subtotal	1,564	1,568	100.3%	16.0	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,119</b>	<b>2,119</b>	<b>100.0%</b>	<b>14.3</b>	<b>1.3</b>	<b>B</b>

**Intersection 43**                      **19th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	344	256	74.5%	158.7	31.2	F
	Through						
	Right Turn	78	56	72.3%	142.0	36.5	F
	Subtotal	422	313	74.1%	155.7	31.6	F
SB	Left Turn	52	50	95.4%	25.1	3.3	C
	Through	536	543	101.3%	27.3	1.4	C
	Right Turn	168	170	101.2%	9.7	1.3	A
	Subtotal	756	762	100.8%	23.2	1.2	C
EB	Left Turn						
	Through	458	494	107.9%	18.4	2.8	B
	Right Turn	97	94	97.3%	9.7	1.4	A
	Subtotal	555	589	106.1%	17.0	2.5	B
WB	Left Turn	37	28	76.8%	37.3	8.3	D
	Through	623	622	99.9%	13.3	1.1	B
	Right Turn						
	Subtotal	660	651	98.6%	14.3	1.2	B
<b>Total</b>		<b>2,393</b>	<b>2,315</b>	<b>96.7%</b>	<b>37.0</b>	<b>4.0</b>	<b>D</b>

**Intersection 44**                      **21st Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	916	914	99.8%	15.8	1.2	B
	Right Turn	85	80	93.6%	13.6	3.3	B
	Subtotal	1,001	994	99.3%	15.6	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	172	167	97.0%	13.9	3.3	B
	Through	198	208	105.3%	11.1	2.4	B
	Right Turn						
	Subtotal	370	375	101.4%	12.4	2.3	B
WB	Left Turn						
	Through						
	Right Turn	135	136	100.4%	11.5	2.1	B
	Subtotal	135	136	100.4%	11.5	2.1	B
<b>Total</b>		<b>1,506</b>	<b>1,505</b>	<b>99.9%</b>	<b>14.5</b>	<b>0.9</b>	<b>B</b>

**Intersection 45**                      **21st Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	825	815	98.8%	13.0	1.9	B
	Right Turn	247	252	102.0%	9.8	2.6	A
	Subtotal	1,072	1,067	99.6%	12.2	1.9	B
SB	Left Turn						
	Through	146	141	96.4%	8.8	1.7	A
	Right Turn						
	Subtotal	146	141	96.4%	8.8	1.7	A
EB	Left Turn	216	215	99.6%	8.7	1.1	A
	Through	1,066	1,044	97.9%	8.7	0.8	A
	Right Turn	67	63	94.3%	5.0	1.2	A
	Subtotal	1,349	1,322	98.0%	8.5	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,567</b>	<b>2,530</b>	<b>98.6%</b>	<b>10.1</b>	<b>0.7</b>	<b>B</b>

**Intersection 46**                      **9th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	927	835	90.1%	87.1	32.6	F
	Right Turn	55	51	93.1%	43.3	23.7	D
	Subtotal	982	886	90.2%	84.6	32.0	F
SE	Left Turn	447	458	102.6%	33.6	5.8	C
	Through						
	Right Turn	106	99	93.2%	30.7	5.1	C
	Subtotal	553	557	100.8%	33.1	5.1	C
EB	Left Turn	114	110	96.8%	25.6	2.4	C
	Through	366	370	101.0%	25.3	1.9	C
	Right Turn	288	278	96.4%	7.5	0.9	A
	Subtotal	768	758	98.6%	18.8	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,303</b>	<b>2,201</b>	<b>95.6%</b>	<b>49.1</b>	<b>13.2</b>	<b>D</b>



**Intersection 47**                      **29th Street/J Street-B-80 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	46	50	107.8%	25.7	5.0	C
	Through	313	311	99.4%	24.2	1.6	C
	Right Turn						
	Subtotal	359	361	100.5%	24.5	2.0	C
EB	Left Turn						
	Through	565	574	101.6%	18.9	2.4	B
	Right Turn	394	421	106.9%	12.9	4.1	B
	Subtotal	959	995	103.8%	16.4	3.0	B
SW	Left Turn	366	336	91.7%	27.3	4.7	C
	Through	436	430	98.6%	23.1	1.9	C
	Right Turn						
	Subtotal	802	766	95.5%	25.1	3.0	C
<b>Total</b>		<b>2,120</b>	<b>2,122</b>	<b>100.1%</b>	<b>20.9</b>	<b>2.2</b>	<b>C</b>

**Intersection 48**                      **Bus 80 Off-ramp/29th Street-P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	558	570	102.1%	20.1	1.8	C
	Through						
	Right Turn	360	369	102.4%	18.3	1.8	B
	Subtotal	918	938	102.2%	19.4	1.6	B
SB	Left Turn						
	Through	295	285	96.7%	24.9	2.1	C
	Right Turn	101	110	108.9%	10.4	2.5	B
	Subtotal	396	395	99.8%	21.0	2.2	C
WB	Left Turn	95	96	101.1%	7.2	1.8	A
	Through	617	593	96.1%	13.9	2.1	B
	Right Turn						
	Subtotal	712	689	96.8%	12.9	1.9	B
<b>Total</b>		<b>2,026</b>	<b>2,023</b>	<b>99.8%</b>	<b>17.5</b>	<b>1.1</b>	<b>B</b>

**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	508	490	96.5%	0.4	0.1	A
	Right Turn	190	175	92.0%	0.8	0.2	A
	Subtotal	698	665	95.3%	0.5	0.1	A
WB	Left Turn	205	203	99.1%	6.0	0.9	A
	Through	1,032	1,048	101.6%	1.3	0.1	A
	Right Turn						
	Subtotal	1,237	1,252	101.2%	2.1	0.2	A
<b>Total</b>		<b>1,935</b>	<b>1,917</b>	<b>99.1%</b>	<b>1.5</b>	<b>0.2</b>	<b>A</b>

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	253	261	103.1%	17.6	2.0	B
	Through	257	256	99.6%	15.1	2.0	B
	Right Turn	156	152	97.7%	7.1	2.1	A
	Subtotal	666	669	100.5%	14.2	1.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	248	244	98.2%	12.6	1.2	B
	Through	729	724	99.3%	25.7	1.1	C
	Right Turn						
	Subtotal	977	967	99.0%	22.4	0.7	C
WB	Left Turn						
	Through						
	Right Turn	160	165	103.0%	35.5	7.4	D
	Subtotal	160	165	103.0%	35.5	7.4	D
<b>Total</b>		<b>1,803</b>	<b>1,801</b>	<b>99.9%</b>	<b>20.5</b>	<b>1.0</b>	<b>C</b>

**Intersection 51**                      **30th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	494	481	97.4%	16.9	1.1	B
	Through	223	239	107.1%	14.4	2.2	B
	Right Turn						
	Subtotal	717	720	100.4%	16.1	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	633	607	95.9%	4.8	0.8	A
	Right Turn	357	346	96.8%	4.3	0.7	A
	Subtotal	990	952	96.2%	4.7	0.6	A
<b>Total</b>		<b>1,707</b>	<b>1,672</b>	<b>98.0%</b>	<b>9.6</b>	<b>0.4</b>	<b>A</b>

**Intersection 52**                      **SR 99 off-ramp/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	295	303	102.6%	9.7	0.7	A
	Through						
	Right Turn	246	245	99.7%	4.1	0.7	A
	Subtotal	541	548	101.3%	7.2	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	508	497	97.9%	4.5	0.7	A
	Right Turn						
	Subtotal	508	497	97.9%	4.5	0.7	A
WB	Left Turn						
	Through	942	960	101.9%	7.6	0.8	A
	Right Turn						
	Subtotal	942	960	101.9%	7.6	0.8	A
<b>Total</b>		<b>1,991</b>	<b>2,005</b>	<b>100.7%</b>	<b>6.7</b>	<b>0.6</b>	<b>A</b>

**Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	90	87	96.9%	31.6	4.3	C
	Through	322	324	100.7%	26.7	5.8	C
	Right Turn	194	200	102.9%	20.3	5.6	C
	Subtotal	606	611	100.9%	25.2	4.6	C
SB	Left Turn	122	118	96.4%	27.4	1.9	C
	Through	244	240	98.5%	18.6	3.5	B
	Right Turn	84	85	101.0%	15.4	4.4	B
	Subtotal	450	443	98.4%	20.2	2.7	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	78	78	100.5%	22.2	6.5	C
	Through	754	729	96.7%	26.4	5.6	C
	Right Turn	159	154	96.6%	13.3	6.2	B
	Subtotal	991	961	97.0%	23.9	5.5	C
Total		2,047	2,015	98.4%	23.6	2.9	C

**Intersection 54 Alhambra Boulevard/Q Street Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	353	345	97.8%	19.2	7.3	B
	Right Turn	51	49	96.5%	12.4	7.9	B
	Subtotal	404	394	97.6%	18.3	7.3	B
SB	Left Turn	59	52	88.8%	36.6	11.7	D
	Through	263	258	98.1%	30.7	9.5	C
	Right Turn						
	Subtotal	322	310	96.4%	31.6	9.3	C
EB	Left Turn	237	236	99.6%	24.9	1.8	C
	Through	81	81	99.8%	17.4	2.7	B
	Right Turn	105	105	100.2%	8.0	2.0	A
	Subtotal	423	422	99.8%	19.2	1.2	B
WB	Left Turn	14	14	97.1%	25.0	14.9	C
	Through						
	Right Turn	16	17	105.0%	7.7	6.0	A
	Subtotal	30	30	101.3%	16.3	9.1	B
Total		1,179	1,157	98.2%	22.1	4.4	C

**Intersection 55**                      **15th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	545	554	101.6%	9.6	1.4	A
	Right Turn	7	6	91.4%	1.9	1.5	A
	Subtotal	552	560	101.4%	9.5	1.3	A
SE	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	64	60	94.4%	7.3	1.8	A
	Through	367	389	105.9%	9.1	1.1	A
	Right Turn						
	Subtotal	431	449	104.2%	8.9	1.1	A
<b>Total</b>		<b>983</b>	<b>1,009</b>	<b>102.7%</b>	<b>9.2</b>	<b>0.9</b>	<b>A</b>

**Intersection 56**                      **15th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	570	549	96.4%	4.0	0.6	A
	Right Turn	135	142	104.9%	4.8	1.3	A
	Subtotal	705	691	98.0%	4.1	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	94	85	90.6%	21.6	5.3	C
	Through	884	887	100.4%	19.6	2.9	B
	Right Turn						
	Subtotal	978	972	99.4%	19.8	3.1	B
<b>Total</b>		<b>1,683</b>	<b>1,663</b>	<b>98.8%</b>	<b>13.3</b>	<b>2.0</b>	<b>B</b>

**Intersection 57**                      **15th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	78	76	97.9%	2.7	0.4	A
	Through	588	562	95.6%	2.6	0.5	A
	Right Turn						
	Subtotal	666	638	95.9%	2.6	0.4	A
EB	Left Turn						
	Through	746	750	100.5%	12.7	1.3	B
	Right Turn	224	222	99.1%	4.5	0.9	A
	Subtotal	970	972	100.2%	10.8	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,636</b>	<b>1,610</b>	<b>98.4%</b>	<b>7.6</b>	<b>0.8</b>	<b>A</b>

**Intersection 58**                      **19th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	110	106	96.0%	12.8	2.2	B
	Through	293	296	100.9%	15.8	1.8	B
	Right Turn						
	Subtotal	403	401	99.6%	15.0	1.5	B
EB	Left Turn						
	Through	840	859	102.3%	10.4	0.8	B
	Right Turn	81	90	110.6%	5.1	1.3	A
	Subtotal	921	949	103.0%	9.9	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,324</b>	<b>1,350</b>	<b>102.0%</b>	<b>11.4</b>	<b>0.6</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 1                      3rd Street-I-5 off-ramp/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	10	12	120.0%	37.1	10.4	D
	Through						
	Right Turn	604	596	98.7%	34.1	1.3	C
	Subtotal	614	608	99.0%	34.2	1.3	C
SB	Left Turn	161	167	103.6%	64.0	16.9	E
	Through	537	516	96.0%	64.1	17.3	E
	Right Turn						
	Subtotal	698	682	97.8%	64.1	17.1	E
EB	Left Turn	56	47	84.3%	30.0	9.8	C
	Through	917	910	99.3%	32.4	10.5	C
	Right Turn	658	618	94.0%	61.6	24.6	E
	Subtotal	1,631	1,576	96.6%	44.0	16.4	D
NB	Left Turn						
	Through						
	Right Turn	130	110	84.9%	24.8	4.0	C
	Subtotal	130	110	84.9%	24.8	4.0	C
Total		3,073	2,977	96.9%	45.9	10.1	D

Intersection 2                      3rd Street/Capitol Mall                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	65	58	88.6%	34.6	8.1	C
	Through	944	849	90.0%	35.6	6.0	D
	Right Turn	1,196	1,045	87.4%	10.0	2.3	B
	Subtotal	2,205	1,952	88.5%	21.9	2.6	C
EB	Left Turn	42	40	94.3%	34.3	5.8	C
	Through	886	834	94.2%	32.6	4.0	C
	Right Turn	852	792	93.0%	37.0	4.4	D
	Subtotal	1,780	1,666	93.6%	34.7	4.0	C
WB	Left Turn	159	138	86.8%	26.6	8.9	C
	Through	493	477	96.8%	11.5	1.1	B
	Right Turn	5	4	72.0%	2.1	2.9	A
	Subtotal	657	619	94.2%	14.9	2.7	B
Total		4,642	4,237	91.3%	25.9	1.8	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 3**                      **3rd Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	701	694	99.1%	31.1	8.5	C
	Right Turn	846	782	92.5%	40.7	10.8	D
	Subtotal	1,547	1,477	95.5%	36.2	9.4	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	208	194	93.3%	17.7	1.8	B
	Through	1,964	1,852	94.3%	20.2	3.6	C
	Right Turn						
	Subtotal	2,172	2,046	94.2%	19.9	3.4	B
Total		3,719	3,523	94.7%	26.8	3.7	C

**Intersection 4**                      **3rd Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	197	187	95.0%	6.1	0.8	A
	Through	712	710	99.7%	7.3	1.2	A
	Right Turn						
	Subtotal	909	897	98.7%	7.0	1.1	A
EB	Left Turn						
	Through	593	612	103.3%	7.6	0.5	A
	Right Turn	242	238	98.3%	5.2	1.0	A
	Subtotal	835	850	101.8%	6.9	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,744	1,747	100.2%	7.0	0.7	A



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 5                      5th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	525	506	96.4%	11.0	1.3	B
	Left Turn 2	148	145	97.8%	13.5	1.0	B
	Left Turn	183	173	94.4%	13.8	0.9	B
	Through	238	218	91.6%	13.4	1.2	B
	Right Turn						
	Subtotal	1,094	1,042	95.2%	12.3	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	1,148	1,161	101.1%	18.1	2.4	B
	Through	254	267	105.0%	20.4	1.7	C
	Right Turn	483	492	101.9%	18.1	2.4	B
	Right Turn 2	146	146	100.0%	9.1	2.0	A
	Subtotal	2,031	2,066	101.7%	17.8	1.7	B
Total		3,125	3,108	99.5%	16.0	1.1	B

Intersection 6                      5th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	352	353	100.2%	25.7	3.1	C
	Right Turn	263	249	94.6%	23.0	3.7	C
	Subtotal	615	602	97.8%	24.7	2.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	384	368	95.8%	6.4	1.0	A
	Through	1,289	1,242	96.3%	6.7	0.7	A
	Right Turn	121	108	89.6%	7.0	1.4	A
	Subtotal	1,794	1,718	95.8%	6.7	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,409	2,320	96.3%	11.3	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 7**                      **5th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	250	253	101.1%	21.3	1.1	C
	Through	559	550	98.4%	19.5	2.1	B
	Right Turn						
	Subtotal	809	803	99.2%	20.0	1.5	C
SB	Left Turn						
	Through						
	Right Turn	121	108	88.9%	7.7	3.9	A
	Subtotal	121	108	88.9%	7.7	3.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,832	1,787	97.6%	19.5	3.0	B
	Right Turn	56	58	104.3%	7.3	1.9	A
	Subtotal	1,888	1,846	97.8%	19.1	3.0	B
Total		2,818	2,756	97.8%	19.0	2.1	B

**Intersection 8**                      **5th Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	237	245	103.5%	8.1	0.9	A
	Through	487	487	100.0%	10.2	0.9	B
	Right Turn	35	39	110.9%	6.5	2.2	A
	Subtotal	759	771	101.6%	9.4	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	274	257	93.7%	17.7	2.7	B
	Through	533	511	95.9%	11.0	1.4	B
	Right Turn						
	Subtotal	807	768	95.2%	13.3	1.3	B
WB	Left Turn						
	Through	359	348	97.0%	23.1	2.9	C
	Right Turn	81	90	110.6%	20.1	6.6	C
	Subtotal	440	438	99.5%	22.5	3.1	C
Total		2,006	1,977	98.5%	13.8	1.3	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 9                      5th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	742	742	100.1%	18.9	2.8	B
	Right Turn	82	86	104.9%	6.0	2.5	A
	Subtotal	824	828	100.5%	17.6	2.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	73	68	93.2%	13.7	3.6	B
	Through	640	650	101.5%	12.9	0.9	B
	Right Turn						
	Subtotal	713	718	100.6%	13.0	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,537	1,546	100.6%	15.5	1.3	B

Intersection 10                      5th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	354	356	100.6%	39.5	11.5	D
	Through	444	445	100.3%	30.5	6.3	C
	Right Turn						
	Subtotal	798	801	100.4%	34.5	8.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,415	1,395	98.6%	11.1	0.6	B
	Right Turn	283	285	100.6%	7.1	0.9	A
	Subtotal	1,698	1,680	98.9%	10.4	0.6	B
Total		2,496	2,481	99.4%	18.2	3.0	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 11                      5th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	645	651	100.9%	23.8	13.9	C
	Right Turn	155	155	99.9%	5.5	2.6	A
	Subtotal	800	806	100.7%	20.4	12.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	153	161	105.4%	12.1	2.2	B
	Through	733	744	101.6%	9.1	0.8	A
	Right Turn						
	Subtotal	886	906	102.2%	9.6	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,686	1,711	101.5%	14.6	5.5	B

Intersection 12                      6th Street/J Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	115	119	103.3%	30.5	5.0	D
	Right Turn	53	53	100.4%	18.5	6.1	C
	Subtotal	168	172	102.4%	26.8	4.7	D
SB	Left Turn	40	32	80.0%	35.7	11.0	E
	Through						
	Right Turn						
	Subtotal	40	32	80.0%	35.7	11.0	E
EB	Left Turn	87	70	80.5%	3.9	1.3	A
	Through	1,399	1,349	96.4%	3.0	0.2	A
	Right Turn						
	Subtotal	1,486	1,419	95.5%	3.0	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,694	1,623	95.8%	6.2	0.8	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 13                      7th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	126	133	105.4%	23.5	4.0	C
	Through	493	493	100.0%	25.7	2.5	C
	Right Turn						
	Subtotal	619	626	101.1%	25.2	2.5	C
EB	Left Turn						
	Through	1,222	1,164	95.3%	5.0	0.8	A
	Right Turn	270	272	100.7%	4.5	0.6	A
	Subtotal	1,492	1,436	96.3%	4.9	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,111	2,062	97.7%	11.1	1.0	B

Intersection 14                      7th Street/L Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	595	581	97.6%	13.9	1.4	B
	Right Turn	220	226	102.9%	17.1	3.5	C
	Subtotal	815	807	99.0%	14.8	1.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	36	91.0%	11.9	1.9	B
	Through	1,446	1,438	99.4%	11.4	0.3	B
	Right Turn						
	Subtotal	1,486	1,474	99.2%	11.4	0.3	B
Total		2,301	2,282	99.2%	12.6	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 15                      8th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	360	365	101.4%	10.5	0.8	B
	Through	273	237	86.9%	13.9	1.1	B
	Right Turn						
	Subtotal	633	602	95.2%	11.8	0.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	335	350	104.6%	9.4	1.4	A
	Right Turn	17	16	96.5%	2.8	1.7	A
	Subtotal	352	367	104.2%	9.1	1.3	A
Total		985	969	98.4%	10.8	0.7	B

Intersection 16                      8th Street/H Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	112	105	93.6%	26.6	5.0	C
	Through	459	442	96.2%	27.1	4.5	C
	Right Turn	187	166	88.8%	24.4	4.3	C
	Subtotal	758	712	94.0%	26.5	4.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	61	55	89.8%	34.2	8.1	C
	Through	799	739	92.5%	35.2	5.9	D
	Right Turn						
	Subtotal	860	794	92.3%	35.1	6.0	D
WB	Left Turn						
	Through	54	57	105.9%	27.9	5.8	C
	Right Turn	3	5	160.0%	10.5	11.1	B
	Subtotal	57	62	108.8%	26.7	5.7	C
Total		1,675	1,568	93.6%	30.7	3.3	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 17                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	329	303	92.0%	19.6	3.4	B
	Through	650	625	96.2%	15.5	2.6	B
	Right Turn						
	Subtotal	979	928	94.8%	16.9	2.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,544	1,527	98.9%	12.2	1.2	B
	Right Turn	158	148	93.9%	7.6	2.0	A
	Subtotal	1,702	1,676	98.4%	11.8	1.2	B
Total		2,681	2,604	97.1%	13.6	1.5	B

Intersection 18                      8th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	504	474	94.0%	25.4	2.1	C
	Right Turn	266	260	97.9%	23.4	6.1	C
	Subtotal	770	734	95.3%	24.8	3.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	180	165	91.8%	4.5	0.5	A
	Through	1,168	1,135	97.2%	2.8	0.4	A
	Right Turn						
	Subtotal	1,348	1,300	96.4%	3.0	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,118	2,034	96.0%	10.9	1.3	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 19                      8th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	145	162	111.4%	8.9	1.2	A
	Through	479	484	101.0%	11.5	1.1	B
	Right Turn						
	Subtotal	624	645	103.4%	10.9	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,341	1,316	98.2%	13.4	0.5	B
	Right Turn	193	165	85.4%	11.3	1.0	B
	Subtotal	1,534	1,481	96.6%	13.1	0.5	B
Total		2,158	2,126	98.5%	12.5	0.5	B

Intersection 20                      9th Street/L Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	571	551	96.5%	8.0	0.9	A
	Right Turn	129	136	105.7%	7.3	2.5	A
	Subtotal	700	687	98.2%	7.9	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	603	606	100.6%	25.8	3.2	C
	Through	1,363	1,309	96.1%	28.7	3.2	C
	Right Turn						
	Subtotal	1,966	1,916	97.4%	27.8	3.1	C
Total		2,666	2,603	97.6%	22.5	2.2	C



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 21                      9th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	334	327	98.0%	20.4	4.7	C
	Through	781	804	102.9%	17.4	3.2	B
	Right Turn						
	Subtotal	1,115	1,131	101.4%	18.2	3.6	B
EB	Left Turn						
	Through	735	746	101.6%	11.0	0.7	B
	Right Turn	108	107	98.9%	5.9	2.4	A
	Subtotal	843	853	101.2%	10.3	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,958	1,984	101.3%	14.8	2.1	B

Intersection 22                      9th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	911	884	97.1%	25.2	10.6	C
	Right Turn	177	183	103.3%	26.2	12.3	C
	Subtotal	1,088	1,067	98.1%	25.3	10.8	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	162	156	96.3%	5.4	1.1	A
	Through	1,240	1,233	99.5%	4.4	0.6	A
	Right Turn						
	Subtotal	1,402	1,389	99.1%	4.5	0.5	A
Total		2,490	2,456	98.7%	13.7	5.2	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 23

9th Street/Q Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	115	100	86.6%	11.9	1.7	B
	Through	1,000	978	97.8%	13.2	1.8	B
	Right Turn						
	Subtotal	1,115	1,078	96.6%	13.1	1.7	B
EB	Left Turn						
	Through	1,046	1,012	96.7%	12.2	0.9	B
	Right Turn	217	214	98.6%	8.7	1.6	A
	Subtotal	1,263	1,226	97.1%	11.6	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,378	2,304	96.9%	12.3	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 24

10th Street/L Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	195	196	100.7%	13.7	2.8	B
	Through	436	422	96.8%	6.2	0.4	A
	Right Turn						
	Subtotal	631	618	98.0%	8.6	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,655	1,656	100.1%	26.4	5.8	C
	Right Turn	242	247	102.0%	13.0	4.9	B
	Subtotal	1,897	1,903	100.3%	24.6	5.6	C
Total		2,528	2,522	99.7%	20.7	4.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	634	613	96.7%	5.8	0.6	A
	Right Turn	116	110	94.8%	4.0	1.0	A
	Subtotal	750	723	96.4%	5.5	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	74	78	105.4%	11.6	1.1	B
	Through	979	976	99.7%	12.4	0.5	B
	Right Turn						
	Subtotal	1,053	1,054	100.1%	12.3	0.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,803	1,777	98.6%	9.6	0.3	A

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	151	149	98.5%	17.8	2.1	B
	Through	402	405	100.7%	17.2	0.6	B
	Right Turn						
	Subtotal	553	554	100.1%	17.3	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,287	1,279	99.4%	16.2	1.6	B
	Right Turn	119	120	100.8%	4.8	1.5	A
	Subtotal	1,406	1,399	99.5%	15.2	1.5	B
Total		1,959	1,952	99.7%	15.8	1.1	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	440	450	102.3%	8.9	0.7	A
	Right Turn	68	65	95.3%	4.0	1.2	A
	Subtotal	508	515	101.3%	8.2	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	110	97	88.4%	19.1	2.1	B
	Through	1,058	1,015	96.0%	19.6	0.8	B
	Right Turn						
	Subtotal	1,168	1,112	95.2%	19.6	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,676	1,627	97.1%	16.0	0.6	B

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,270	1,236	97.4%	11.0	1.2	B
	Right Turn	114	114	100.0%	3.8	1.1	A
	Subtotal	1,384	1,350	97.6%	10.4	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	108.8%	9.1	2.1	A
	Through	172	174	101.4%	9.1	1.1	A
	Right Turn						
	Subtotal	197	202	102.3%	9.1	1.0	A
Total		1,581	1,552	98.2%	10.2	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 29                      15th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	168	154	91.7%	10.8	1.3	B
	Through	1,313	1,322	100.7%	8.4	0.7	A
	Right Turn						
	Subtotal	1,481	1,476	99.6%	8.6	0.7	A
EB	Left Turn						
	Through	903	920	101.9%	43.1	7.8	D
	Right Turn	220	220	100.2%	8.7	2.3	A
	Subtotal	1,123	1,141	101.6%	36.5	7.2	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,604	2,616	100.5%	20.9	3.4	C

Intersection 30                      15th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,338	1,237	92.5%	53.7	21.9	D
	Right Turn	501	481	96.0%	17.1	3.6	B
	Subtotal	1,839	1,718	93.4%	43.7	17.2	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	734	723	98.5%	11.2	0.7	B
	Through	1,087	1,068	98.3%	11.1	0.8	B
	Right Turn						
	Subtotal	1,821	1,791	98.4%	11.1	0.6	B
Total		3,660	3,510	95.9%	27.0	8.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 31                      15th Street-X Street/US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	1,230	1,185	96.4%	35.8	5.1	D
	Right Turn	91	98	107.7%	16.2	4.1	B
	Subtotal	1,321	1,283	97.1%	34.3	4.8	C
SB	Left Turn	767	696	90.8%	52.0	3.9	D
	Through	779	728	93.4%	38.6	4.9	D
	Right Turn						
	Subtotal	1,546	1,424	92.1%	45.2	3.6	D
SE	Left Turn	511	487	95.3%	41.4	12.5	D
	Through						
	Right Turn	227	233	102.7%	41.5	10.8	D
	Subtotal	738	720	97.6%	41.5	11.5	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,605	3,427	95.1%	40.4	2.9	D

Intersection 32                      15th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	730	719	98.5%	24.4	1.8	C
	Through						
	Right Turn	308	294	95.5%	12.1	1.0	B
	Subtotal	1,038	1,013	97.6%	20.8	1.5	C
EB	Left Turn						
	Through	641	639	99.7%	9.9	1.4	A
	Right Turn						
	Subtotal	641	639	99.7%	9.9	1.4	A
WB	Left Turn						
	Through	792	756	95.5%	20.9	0.6	C
	Right Turn						
	Subtotal	792	756	95.5%	20.9	0.6	C
Total		2,471	2,408	97.5%	17.9	0.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	2,078	2,022	97.3%	12.8	2.1	B
	Right Turn	43	41	95.8%	12.6	3.7	B
	Subtotal	2,121	2,063	97.3%	12.7	2.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	449	476	106.0%	14.2	2.7	B
	Through	449	440	97.9%	45.9	19.8	D
	Right Turn						
	Subtotal	898	916	102.0%	29.5	10.3	C
WB	Left Turn						
	Through						
	Right Turn	73	72	98.1%	6.0	2.0	A
	Subtotal	73	72	98.1%	6.0	2.0	A
Total		3,092	3,050	98.7%	17.7	3.5	B

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	333	332	99.8%	14.7	2.2	B
	Through	1,758	1,715	97.6%	13.2	2.5	B
	Right Turn						
	Subtotal	2,091	2,048	97.9%	13.5	2.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	766	738	96.3%	11.1	1.1	B
	Right Turn	363	358	98.7%	14.5	2.3	B
	Subtotal	1,129	1,096	97.1%	12.2	1.1	B
Total		3,220	3,144	97.6%	13.0	1.7	B



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 35                      16th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,817	1,794	98.8%	30.9	3.3	C
	Right Turn	134	136	101.8%	16.2	3.2	B
	Subtotal	1,951	1,931	99.0%	29.8	3.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	274	268	98.0%	13.4	1.9	B
	Through	1,487	1,464	98.5%	30.3	8.7	C
	Right Turn						
	Subtotal	1,761	1,732	98.4%	27.7	7.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,712	3,663	98.7%	28.9	4.5	C

Intersection 36                      16th Street/N Street                      0

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,352	1,342	99.2%	14.2	1.2	B
	Right Turn	109	114	105.0%	7.1	1.1	A
	Subtotal	1,461	1,456	99.7%	13.7	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	360	355	98.6%	7.7	0.8	A
	Through	696	700	100.6%	7.3	0.6	A
	Right Turn						
	Subtotal	1,056	1,055	99.9%	7.5	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,517	2,511	99.8%	11.1	0.8	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 37                      W Street-16th Street/16th Street-US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	129	134	103.9%	16.9	2.0	B
	Through	628	576	91.7%	22.3	0.9	C
	Right Turn						
	Subtotal	757	710	93.7%	21.3	0.8	C
WB	Left Turn						
	Through	1,225	1,163	94.9%	25.1	2.3	C
	Right Turn	199	199	100.1%	15.1	3.1	B
	Subtotal	1,424	1,362	95.6%	23.6	2.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	467	455	97.4%	38.2	5.2	D
	Through						
	Right Turn	198	207	104.4%	29.8	4.2	C
	Subtotal	665	662	99.5%	35.6	4.2	D
Total		2,846	2,733	96.0%	26.0	1.6	C

Intersection 38                      16th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	462	410	88.7%	14.9	1.2	B
	Right Turn	219	212	97.0%	16.0	2.1	B
	Subtotal	681	622	91.4%	15.3	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	951	914	96.2%	11.5	0.4	B
	Through	1,557	1,467	94.2%	12.7	0.7	B
	Right Turn						
	Subtotal	2,508	2,382	95.0%	12.3	0.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,189	3,004	94.2%	12.9	0.4	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 39                      16th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	29	32	109.0%	16.4	6.5	B
	Through	404	394	97.5%	15.3	2.0	B
	Right Turn	106	106	100.0%	12.5	3.1	B
	Subtotal	539	532	98.6%	14.7	2.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	70	59	84.0%	33.8	3.4	C
	Through	840	836	99.5%	21.5	3.6	C
	Right Turn	461	454	98.6%	5.6	0.9	A
	Subtotal	1,371	1,349	98.4%	16.8	2.7	B
WB	Left Turn	246	215	87.5%	33.9	4.6	C
	Through	763	724	94.9%	21.0	1.9	C
	Right Turn	207	204	98.4%	18.5	2.3	B
	Subtotal	1,216	1,143	94.0%	23.0	1.7	C
Total		3,126	3,023	96.7%	18.8	1.6	B

Intersection 40                      19th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	105	104	98.7%	19.7	2.6	B
	Through	1,034	1,066	103.1%	17.8	2.0	B
	Right Turn						
	Subtotal	1,139	1,170	102.7%	18.0	2.0	B
EB	Left Turn						
	Through	646	634	98.2%	12.9	1.3	B
	Right Turn	94	84	89.8%	10.8	2.0	B
	Subtotal	740	719	97.1%	12.7	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,879	1,889	100.5%	16.0	1.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

**Intersection 41**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,063	1,030	96.9%	22.9	2.7	C
	Right Turn	184	187	101.5%	16.8	3.6	B
	Subtotal	1,247	1,217	97.6%	21.9	2.7	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	260	270	103.7%	28.3	2.5	C
	Through	1,301	1,298	99.8%	22.4	1.9	C
	Right Turn						
	Subtotal	1,561	1,568	100.4%	23.4	1.9	C
<b>Total</b>		<b>2,808</b>	<b>2,785</b>	<b>99.2%</b>	<b>22.8</b>	<b>1.3</b>	<b>C</b>

**Intersection 42**                      **19th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	363	332	91.5%	13.1	2.8	B
	Through	960	961	100.1%	13.9	4.8	B
	Right Turn						
	Subtotal	1,323	1,293	97.7%	13.7	4.2	B
EB	Left Turn						
	Through	1,361	1,336	98.2%	18.8	1.5	B
	Right Turn	297	293	98.6%	23.7	7.0	C
	Subtotal	1,658	1,629	98.2%	19.7	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,981</b>	<b>2,922</b>	<b>98.0%</b>	<b>17.1</b>	<b>2.7</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 43                      19th Street/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	298	234	78.4%	127.0	43.0	F
	Through						
	Right Turn	59	51	86.1%	123.5	49.3	F
	Subtotal	357	284	79.7%	126.3	44.1	F
SB	Left Turn	122	125	102.3%	27.5	6.0	C
	Through	933	922	98.8%	32.2	6.2	C
	Right Turn	202	196	97.0%	18.3	5.2	B
	Subtotal	1,257	1,242	98.8%	29.6	6.2	C
EB	Left Turn						
	Through	668	655	98.0%	41.6	7.9	D
	Right Turn	195	183	93.9%	44.6	11.0	D
	Subtotal	863	838	97.1%	42.3	8.5	D
WB	Left Turn	92	88	95.7%	39.1	6.8	D
	Through	690	690	99.9%	16.2	1.7	B
	Right Turn						
	Subtotal	782	778	99.4%	18.8	1.6	B
Total		3,259	3,142	96.4%	39.1	4.7	D

Intersection 44                      21st Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,075	1,090	101.4%	16.3	1.8	B
	Right Turn	24	27	111.7%	12.9	5.1	B
	Subtotal	1,099	1,117	101.7%	16.2	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	163	163	99.9%	23.6	2.1	C
	Through	214	214	100.2%	20.3	1.7	C
	Right Turn						
	Subtotal	377	377	100.1%	21.7	1.4	C
WB	Left Turn						
	Through						
	Right Turn	173	176	102.0%	12.8	2.5	B
	Subtotal	173	176	102.0%	12.8	2.5	B
Total		1,649	1,671	101.3%	17.1	1.3	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 45                      21st Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	724	699	96.6%	11.5	1.1	B
	Right Turn	174	182	104.4%	8.6	1.6	A
	Subtotal	898	881	98.1%	10.9	1.1	B
SB	Left Turn						
	Through	289	300	103.9%	9.6	1.0	A
	Right Turn						
	Subtotal	289	300	103.9%	9.6	1.0	A
EB	Left Turn	203	190	93.6%	13.5	3.0	B
	Through	1,376	1,355	98.5%	13.9	1.2	B
	Right Turn	133	137	102.9%	10.6	2.7	B
	Subtotal	1,712	1,682	98.2%	13.6	1.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,899	2,863	98.8%	12.3	1.0	B

Intersection 46                      5th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	745	709	95.1%	36.8	8.4	D
	Right Turn	61	59	96.4%	7.2	3.5	A
	Subtotal	806	768	95.2%	34.6	8.1	C
SE	Left Turn	519	509	98.1%	39.2	13.6	D
	Through						
	Right Turn	224	215	95.9%	51.2	14.7	D
	Subtotal	743	724	97.4%	42.9	13.8	D
EB	Left Turn	176	177	100.5%	41.2	4.3	D
	Through	635	632	99.5%	35.0	3.2	C
	Right Turn	328	342	104.1%	12.1	2.5	B
	Subtotal	1,139	1,150	101.0%	29.2	2.7	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,688	2,642	98.3%	34.5	4.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 47                      29th Street/J Street-B-80 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	82	84	102.9%	31.3	4.0	C
	Through	342	342	100.0%	29.1	2.8	C
	Right Turn						
	Subtotal	424	426	100.6%	29.6	2.2	C
EB	Left Turn						
	Through	1,117	1,087	97.3%	17.3	2.4	B
	Right Turn	468	456	97.4%	17.6	5.0	B
	Subtotal	1,585	1,543	97.3%	17.4	3.0	B
SW	Left Turn	149	148	99.1%	31.5	4.4	C
	Through	330	339	102.7%	28.5	4.4	C
	Right Turn						
	Subtotal	479	486	101.5%	29.3	3.9	C
Total		2,488	2,456	98.7%	21.9	2.5	C

Intersection 48                      Bus 80 Off-ramp/29th Street-P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	288	284	98.6%	22.3	2.8	C
	Through						
	Right Turn	154	162	105.2%	21.6	3.9	C
	Subtotal	442	446	100.9%	22.0	2.6	C
SB	Left Turn						
	Through	397	394	99.3%	17.4	1.6	B
	Right Turn	91	81	88.8%	8.9	1.6	A
	Subtotal	488	475	97.4%	15.9	1.3	B
WB	Left Turn	126	128	101.3%	7.0	2.0	A
	Through	884	828	93.7%	15.2	1.0	B
	Right Turn						
	Subtotal	1,010	956	94.6%	14.1	1.0	B
Total		1,940	1,877	96.7%	16.5	1.0	B

**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	580	577	99.4%	1.6	0.4	A
	Right Turn	592	607	102.6%	3.5	0.5	A
	Subtotal	1,172	1,184	101.0%	2.6	0.4	A
WB	Left Turn	266	273	102.7%	9.1	1.7	A
	Through	948	954	100.6%	1.4	0.1	A
	Right Turn						
	Subtotal	1,214	1,227	101.1%	3.1	0.4	A
<b>Total</b>		<b>2,386</b>	<b>2,411</b>	<b>101.0%</b>	<b>2.9</b>	<b>0.3</b>	<b>A</b>

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	346	329	95.1%	20.5	1.3	C
	Through	550	575	104.5%	20.0	1.7	C
	Right Turn	199	187	93.9%	11.8	2.2	B
	Subtotal	1,095	1,091	99.6%	18.8	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	448	462	103.0%	10.0	1.1	A
	Through	900	885	98.4%	14.8	0.9	B
	Right Turn						
	Subtotal	1,348	1,347	99.9%	13.2	0.8	B
WB	Left Turn						
	Through						
	Right Turn	104	93	89.2%	27.6	7.0	C
	Subtotal	104	93	89.2%	27.6	7.0	C
<b>Total</b>		<b>2,547</b>	<b>2,530</b>	<b>99.3%</b>	<b>16.1</b>	<b>0.7</b>	<b>B</b>



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 51                      30th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	607	625	103.0%	10.5	0.7	B
	Through	300	310	103.2%	11.6	1.8	B
	Right Turn						
	Subtotal	907	935	103.1%	10.9	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	777	735	94.6%	6.2	0.9	A
	Right Turn	497	448	90.1%	5.2	0.8	A
	Subtotal	1,274	1,183	92.8%	5.9	0.7	A
Total		2,181	2,118	97.1%	8.1	0.5	A

Intersection 52                      SR 99 off-ramp/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	135	140	103.4%	9.0	1.7	A
	Through						
	Right Turn	158	157	99.5%	3.3	0.7	A
	Subtotal	293	297	101.3%	6.0	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	580	578	99.7%	4.8	0.4	A
	Right Turn						
	Subtotal	580	578	99.7%	4.8	0.4	A
WB	Left Turn						
	Through	1,079	1,090	101.0%	8.4	1.6	A
	Right Turn						
	Subtotal	1,079	1,090	101.0%	8.4	1.6	A
Total		1,952	1,964	100.6%	7.0	0.9	A

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	170	169	99.3%	44.5	10.3	D
	Through	380	387	101.9%	28.7	4.5	C
	Right Turn	251	251	100.1%	22.4	5.0	C
	Subtotal	801	807	100.8%	30.2	3.5	C
SB	Left Turn	180	178	98.7%	61.9	13.1	E
	Through	322	317	98.5%	20.2	8.0	C
	Right Turn	77	79	102.9%	19.3	9.7	B
	Subtotal	579	574	99.1%	33.3	7.4	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	53	47	89.1%	65.9	26.0	E
	Through	967	902	93.2%	80.7	27.2	F
	Right Turn	140	120	86.0%	78.9	33.0	E
	Subtotal	1,160	1,069	92.2%	79.8	27.7	E
Total		2,540	2,450	96.5%	52.5	13.4	D

Intersection 54 Alhambra Boulevard/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	376	363	96.6%	34.0	7.8	C
	Right Turn	58	55	95.2%	29.9	9.9	C
	Subtotal	434	418	96.4%	33.4	7.8	C
SB	Left Turn	35	38	109.7%	43.5	7.3	D
	Through	340	325	95.5%	34.9	4.6	C
	Right Turn						
	Subtotal	375	363	96.9%	35.8	4.9	D
EB	Left Turn	331	345	104.2%	38.8	9.8	D
	Through	63	58	92.7%	16.1	3.1	B
	Right Turn	152	152	99.7%	9.0	1.6	A
	Subtotal	546	555	101.6%	28.4	6.7	C
WB	Left Turn	112	116	103.6%	32.9	4.4	C
	Through						
	Right Turn	94	104	110.6%	27.8	7.6	C
	Subtotal	206	220	106.8%	30.4	5.3	C
Total		1,561	1,556	99.7%	31.8	3.1	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	535	532	99.4%	9.6	1.0	A
	Right Turn	20	24	118.0%	2.2	0.9	A
	Subtotal	555	556	100.1%	9.2	1.0	A
SE	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	57	57	99.6%	5.7	1.2	A
	Through	208	210	100.8%	8.9	1.1	A
	Right Turn						
	Subtotal	265	266	100.5%	8.2	0.9	A
Total		820	822	100.2%	8.9	0.7	A

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,309	1,326	101.3%	5.5	0.7	A
	Right Turn	102	96	93.7%	4.8	1.2	A
	Subtotal	1,411	1,422	100.8%	5.5	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	162	168	103.5%	25.8	4.7	C
	Through	871	850	97.6%	21.6	2.6	C
	Right Turn						
	Subtotal	1,033	1,018	98.5%	22.3	2.9	C
Total		2,444	2,440	99.8%	12.6	1.6	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative No Project Conditions  
PM Peak Hour

Intersection 57                      15th Street/Q Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	155	155	100.1%	4.6	0.7	A
	Through	1,308	1,327	101.4%	3.7	0.6	A
	Right Turn						
	Subtotal	1,463	1,482	101.3%	3.8	0.5	A
EB	Left Turn						
	Through	898	923	102.8%	14.9	1.8	B
	Right Turn	260	249	95.8%	8.1	1.5	A
	Subtotal	1,158	1,172	101.2%	13.5	1.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,621	2,654	101.3%	8.1	0.7	A

Intersection 58                      19th Street/J Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	155	157	101.2%	17.1	2.2	B
	Through	455	448	98.5%	16.3	2.4	B
	Right Turn						
	Subtotal	610	605	99.1%	16.5	2.2	B
EB	Left Turn						
	Through	1,279	1,259	98.5%	15.0	0.9	B
	Right Turn	258	257	99.5%	9.9	1.3	A
	Subtotal	1,537	1,516	98.6%	14.2	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,147	2,121	98.8%	14.9	0.7	B

## **APPENDIX G.4:**

Cumulative Plus DSP Intersection  
Level of Service (LOS) Calculations

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

**Intersection 1**                      **3rd Street-I-5 off-ramp/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	34	31	90.6%	34.1	8.1	C
	Through						
	Right Turn	1,855	1,813	97.7%	40.8	5.9	D
	Subtotal	1,889	1,844	97.6%	40.7	5.9	D
SB	Left Turn	56	57	101.4%	53.3	10.8	D
	Through	152	154	101.3%	59.5	13.2	E
	Right Turn						
	Subtotal	208	211	101.3%	57.9	11.7	E
EB	Left Turn	37	25	67.0%	71.9	39.6	E
	Through	1,686	1,622	96.2%	51.4	11.4	D
	Right Turn	942	296	31.4%	54.8	11.9	D
	Subtotal	2,665	1,943	72.9%	52.2	11.1	D
NB	Left Turn						
	Through						
	Right Turn	57	59	103.9%	29.7	6.5	C
	Subtotal	57	59	103.9%	29.7	6.5	C
Total		4,819	4,057	84.2%	47.0	6.4	D

**Intersection 2**                      **3rd Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	37	34	93.0%	28.3	4.4	C
	Through	425	409	96.3%	25.1	3.0	C
	Right Turn	1,023	970	94.8%	10.6	1.8	B
	Subtotal	1,485	1,414	95.2%	15.2	1.8	B
EB	Left Turn	80	81	101.5%	57.4	10.5	E
	Through	1,054	955	90.6%	30.3	8.0	C
	Right Turn	241	231	95.9%	15.3	5.9	B
	Subtotal	1,375	1,267	92.2%	29.3	7.3	C
WB	Left Turn	83	87	105.1%	38.5	7.9	D
	Through	290	264	91.0%	17.8	2.5	B
	Right Turn	5	8	160.0%	14.2	12.1	B
	Subtotal	378	359	95.0%	22.8	2.9	C
Total		3,238	3,040	93.9%	22.0	2.8	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

**Intersection 3                      3rd Street/P Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	268	261	97.5%	14.2	1.8	B
	Right Turn	367	369	100.6%	8.7	1.5	A
	Subtotal	635	630	99.3%	11.0	1.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	142	139	97.7%	2.6	0.4	A
	Through	518	536	103.4%	2.0	0.5	A
	Right Turn						
	Subtotal	660	674	102.2%	2.1	0.3	A
Total		1,295	1,305	100.8%	6.4	0.7	A

**Intersection 4                      3rd Street/Q Street                      Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	18	15	84.4%	9.3	4.9	A
	Subtotal	18	15	84.4%	9.3	4.9	A
SB	Left Turn	206	201	97.7%	32.5	4.2	C
	Through	204	200	98.0%	27.6	3.7	C
	Right Turn						
	Subtotal	410	401	97.9%	30.0	2.9	C
EB	Left Turn						
	Through	2,207	2,154	97.6%	9.3	1.0	A
	Right Turn	406	404	99.5%	11.1	2.5	B
	Subtotal	2,613	2,558	97.9%	9.6	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,041	2,974	97.8%	12.3	1.3	B

Intersection 5

5th Street/W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	133	126	94.4%	15.7	3.1	B
	Left Turn 2	106	108	102.3%	25.2	2.9	C
	Left Turn	529	528	99.9%	24.9	2.1	C
	Through	264	264	100.0%	26.9	1.8	C
	Right Turn						
	Subtotal	1,032	1,026	99.5%	24.3	1.7	C
SB	Through	470	458	97.4%	56.7	10.6	E
	Slight Right	143	132	92.3%	48.6	10.8	D
	Right Turn	4	4	110.0%	25.4	24.5	C
	Hard Right	2	1	40.0%	1.2	2.5	A
	Subtotal	619	595	96.2%	54.7	10.9	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	134	125	93.4%	23.3	7.5	C
	Through	106	101	95.5%	29.8	3.4	C
	Right Turn	388	382	98.5%	30.5	2.7	C
	Right Turn 2	239	243	101.6%	16.6	3.6	B
	Subtotal	867	851	98.2%	25.3	2.3	C
Total		2,518	2,473	98.2%	32.1	2.7	C



Intersection 6

5th Street/J Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	427	382	89.6%	33.4	2.1	C
	Right Turn	361	320	88.8%	45.6	15.5	D
	Subtotal	788	703	89.2%	39.0	6.2	D
SB	Left Turn	8	8	95.0%	48.2	30.3	D
	Through	330	329	99.8%	49.7	32.0	D
	Right Turn						
	Subtotal	338	337	99.6%	49.6	31.8	D
EB	Left Turn	897	806	89.8%	23.7	1.4	C
	Through	1,923	1,790	93.1%	17.9	2.7	B
	Right Turn	425	372	87.6%	17.5	3.2	B
	Subtotal	3,245	2,968	91.5%	19.5	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,371	4,008	91.7%	25.3	3.2	C



**SimTraffic Post-Processor**  
**Average Results from 10 Runs**  
**Volume and Delay by Movement**

**Sacramento Downtown Specific Plan**  
**Cumulative Conditions with Improvements**  
**AM Peak Hour**

**Intersection 9**    **5th Street/N Street**    **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	81	72	89.4%	19.2	4.5	B
	Through	468	462	98.6%	18.0	6.3	B
	Right Turn	236	240	101.5%	14.4	5.6	B
	Subtotal	785	774	98.5%	17.0	5.8	B
SB	Left Turn	127	110	86.6%	65.7	25.8	E
	Through	199	185	92.9%	16.0	6.8	B
	Right Turn	5	4	80.0%	7.8	7.5	A
	Subtotal	331	299	90.3%	34.6	14.9	C
EB	Left Turn	48	40	83.3%	32.3	12.5	C
	Through	126	121	95.9%	18.3	3.5	B
	Right Turn	68	69	101.2%	9.6	3.9	A
	Subtotal	242	230	94.9%	18.2	4.2	B
WB	Left Turn	47	42	89.4%	25.6	6.6	C
	Through	139	136	98.1%	19.3	2.6	B
	Right Turn	102	105	103.1%	14.3	4.3	B
	Subtotal	288	284	98.5%	18.6	2.9	B
<b>Total</b>		<b>1,646</b>	<b>1,586</b>	<b>96.3%</b>	<b>20.7</b>	<b>4.6</b>	<b>C</b>

**Intersection 10**    **5th Street/P Street**    **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	39	34	86.2%	9.3	1.9	A
	Through	413	401	97.1%	7.7	1.0	A
	Right Turn						
	Subtotal	452	435	96.2%	7.8	1.0	A
SB	Left Turn						
	Through	290	283	97.5%	13.5	2.3	B
	Right Turn	92	84	91.7%	5.5	1.4	A
	Subtotal	382	367	96.1%	11.7	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	114	116	101.8%	16.6	2.5	B
	Through	416	445	106.9%	14.9	1.2	B
	Right Turn	165	168	101.8%	6.5	1.3	A
	Subtotal	695	729	104.9%	13.3	1.0	B
<b>Total</b>		<b>1,529</b>	<b>1,531</b>	<b>100.1%</b>	<b>11.4</b>	<b>0.9</b>	<b>B</b>

**Intersection 11**                      **5th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	285	277	97.1%	59.8	22.1	E
	Right Turn	27	26	96.3%	33.4	26.4	C
	Subtotal	312	303	97.1%	57.5	22.3	E
SB	Left Turn	59	56	94.2%	46.6	12.5	D
	Through	345	336	97.4%	30.9	5.3	C
	Right Turn						
	Subtotal	404	392	96.9%	33.1	5.1	C
EB	Left Turn	167	156	93.2%	4.1	0.9	A
	Through	2,128	2,077	97.6%	4.0	0.4	A
	Right Turn	154	157	101.8%	4.2	0.9	A
	Subtotal	2,449	2,389	97.6%	4.0	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,165</b>	<b>3,084</b>	<b>97.4%</b>	<b>13.2</b>	<b>3.1</b>	<b>B</b>

**Intersection 12**                      **6th Street/J Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	84	83	99.0%	32.5	5.5	D
	Right Turn	15	18	122.7%	26.5	8.1	D
	Subtotal	99	102	102.6%	31.4	4.9	D
SB	Left Turn	22	23	103.6%	31.0	12.8	D
	Through						
	Right Turn						
	Subtotal	22	23	103.6%	31.0	12.8	D
EB	Left Turn	426	384	90.2%	11.1	2.2	B
	Through	1,805	1,653	91.6%	10.9	2.5	B
	Right Turn						
	Subtotal	2,231	2,038	91.3%	10.9	2.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,352</b>	<b>2,162</b>	<b>91.9%</b>	<b>12.1</b>	<b>2.2</b>	<b>B</b>

**Intersection 13**                      **7th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	125	120	96.3%	24.3	4.1	C
	Through	291	294	101.2%	25.6	2.6	C
	Right Turn						
	Subtotal	416	415	99.7%	25.2	2.6	C
EB	Left Turn						
	Through	1,622	1,496	92.3%	8.8	1.1	A
	Right Turn	220	200	91.1%	7.3	1.0	A
	Subtotal	1,842	1,697	92.1%	8.6	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,258</b>	<b>2,112</b>	<b>93.5%</b>	<b>11.9</b>	<b>1.0</b>	<b>B</b>

**Intersection 14**                      **7th Street/L Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	377	374	99.1%	9.5	1.0	A
	Right Turn	68	61	89.4%	8.5	2.3	A
	Subtotal	445	434	97.6%	9.4	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	171	166	97.1%	11.5	1.3	B
	Through	852	849	99.6%	11.0	0.6	B
	Right Turn						
	Subtotal	1,023	1,015	99.2%	11.1	0.7	B
<b>Total</b>		<b>1,468</b>	<b>1,449</b>	<b>98.7%</b>	<b>10.6</b>	<b>0.5</b>	<b>B</b>

**Intersection 15**                      **8th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	152	144	94.5%	11.7	1.2	B
	Through	263	252	95.8%	11.5	1.6	B
	Right Turn	19	14	75.8%	7.4	2.4	A
	Subtotal	434	410	94.5%	11.4	1.1	B
SB	Left Turn	9	5	57.8%	8.6	11.0	A
	Through						
	Right Turn	35	42	121.1%	3.5	1.4	A
	Subtotal	44	48	108.2%	4.3	1.9	A
EB	Left Turn	25	19	76.8%	18.1	6.8	B
	Through	487	499	102.4%	13.0	5.1	B
	Right Turn						
	Subtotal	512	518	101.2%	13.2	5.2	B
WB	Left Turn						
	Through	246	268	108.8%	8.8	1.6	A
	Right Turn	130	119	91.4%	5.9	1.2	A
	Subtotal	376	386	102.8%	7.8	1.4	A
<b>Total</b>		<b>1,366</b>	<b>1,362</b>	<b>99.7%</b>	<b>10.8</b>	<b>2.2</b>	<b>B</b>

**Intersection 16**                      **8th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	316	329	104.1%	16.0	2.6	B
	Through	370	364	98.4%	15.6	1.8	B
	Right Turn	91	92	101.1%	12.1	1.7	B
	Subtotal	777	785	101.0%	15.5	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	124	112	90.6%	29.8	17.5	C
	Through	690	699	101.3%	35.2	22.2	D
	Right Turn						
	Subtotal	814	811	99.7%	34.4	21.4	C
WB	Left Turn						
	Through	17	20	120.0%	33.2	11.4	C
	Right Turn	1	2	200.0%	2.0	3.4	A
	Subtotal	18	22	124.4%	30.8	10.3	C
<b>Total</b>		<b>1,609</b>	<b>1,618</b>	<b>100.6%</b>	<b>25.3</b>	<b>10.8</b>	<b>C</b>

**Intersection 17**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	139	123	88.6%	9.5	2.1	A
	Through	547	563	103.0%	9.3	1.1	A
	Right Turn						
	Subtotal	686	686	100.1%	9.3	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	726	745	102.6%	10.3	1.0	B
	Right Turn	296	299	101.1%	6.8	1.0	A
	Subtotal	1,022	1,044	102.2%	9.3	0.8	A
<b>Total</b>		<b>1,708</b>	<b>1,730</b>	<b>101.3%</b>	<b>9.3</b>	<b>0.8</b>	<b>A</b>

**Intersection 18**                      **8th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	455	475	104.4%	21.4	2.4	C
	Right Turn	250	241	96.5%	22.5	5.9	C
	Subtotal	705	716	101.6%	21.8	3.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	231	215	93.0%	7.3	1.4	A
	Through	1,516	1,390	91.7%	6.5	0.9	A
	Right Turn						
	Subtotal	1,747	1,605	91.9%	6.6	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,452</b>	<b>2,321</b>	<b>94.7%</b>	<b>11.3</b>	<b>1.1</b>	<b>B</b>

**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	185	200	108.3%	8.5	1.7	A
	Through	514	531	103.3%	11.2	1.0	B
	Right Turn						
	Subtotal	699	731	104.6%	10.5	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	808	773	95.7%	11.5	0.5	B
	Right Turn	152	151	99.2%	9.6	0.9	A
	Subtotal	960	924	96.3%	11.2	0.4	B
<b>Total</b>		<b>1,659</b>	<b>1,655</b>	<b>99.8%</b>	<b>10.9</b>	<b>0.5</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	310	297	95.9%	6.5	1.0	A
	Right Turn	148	137	92.4%	5.1	1.4	A
	Subtotal	458	434	94.8%	6.0	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	192	202	105.2%	14.5	1.3	B
	Through	826	798	96.7%	17.7	1.1	B
	Right Turn						
	Subtotal	1,018	1,000	98.3%	17.1	1.1	B
<b>Total</b>		<b>1,476</b>	<b>1,434</b>	<b>97.2%</b>	<b>13.8</b>	<b>1.2</b>	<b>B</b>



**Intersection 21**                      **9th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	130	117	89.8%	10.2	1.4	B
	Through	480	484	100.9%	10.0	1.1	A
	Right Turn	26	28	109.2%	6.3	1.4	A
	Subtotal	636	630	99.0%	9.9	0.9	A
EB	Left Turn						
	Through	160	158	99.0%	8.1	1.7	A
	Right Turn	19	20	103.2%	4.2	2.2	A
	Subtotal	179	178	99.4%	7.7	1.6	A
WB	Left Turn	4	2	60.0%	6.1	5.7	A
	Through	384	392	102.2%	13.9	1.3	B
	Right Turn						
	Subtotal	388	395	101.8%	13.9	1.3	B
<b>Total</b>		<b>1,203</b>	<b>1,202</b>	<b>100.0%</b>	<b>10.9</b>	<b>0.5</b>	<b>B</b>

**Intersection 22**                      **9th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	309	311	100.6%	5.2	0.6	A
	Right Turn	148	143	96.5%	3.6	0.7	A
	Subtotal	457	454	99.3%	4.7	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	86	80	92.6%	5.7	1.4	A
	Through	787	782	99.4%	6.2	0.8	A
	Right Turn						
	Subtotal	873	862	98.7%	6.1	0.8	A
<b>Total</b>		<b>1,330</b>	<b>1,315</b>	<b>98.9%</b>	<b>5.6</b>	<b>0.6</b>	<b>A</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

**Intersection 23**                      **9th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	156	158	101.3%	10.2	2.3	B
	Through	246	239	97.1%	9.7	2.1	A
	Right Turn						
	Subtotal	402	397	98.7%	9.9	1.6	A
EB	Left Turn						
	Through	1,599	1,554	97.2%	22.3	3.8	C
	Right Turn	294	295	100.4%	4.4	1.0	A
	Subtotal	1,893	1,849	97.7%	19.4	3.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,295</b>	<b>2,246</b>	<b>97.8%</b>	<b>17.7</b>	<b>2.7</b>	<b>B</b>

**Intersection 24**                      **10th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	193	189	98.0%	11.3	1.8	B
	Through	729	714	97.9%	10.7	1.2	B
	Right Turn						
	Subtotal	922	903	97.9%	10.8	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	866	863	99.7%	8.8	0.6	A
	Right Turn	209	208	99.5%	7.4	1.4	A
	Subtotal	1,075	1,071	99.6%	8.5	0.7	A
<b>Total</b>		<b>1,997</b>	<b>1,974</b>	<b>98.8%</b>	<b>9.6</b>	<b>0.6</b>	<b>A</b>

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	91	97	106.8%	11.1	2.5	B
	Through	771	753	97.7%	12.6	0.9	B
	Right Turn	79	90	114.4%	11.0	1.7	B
	Subtotal	941	941	100.0%	12.2	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	52	47	90.0%	17.7	3.0	B
	Through	238	226	95.1%	13.8	2.8	B
	Right Turn						
	Subtotal	290	273	94.2%	14.5	2.8	B
WB	Left Turn						
	Through	288	290	100.8%	10.5	1.8	B
	Right Turn						
	Subtotal	288	290	100.8%	10.5	1.8	B
<b>Total</b>		<b>1,519</b>	<b>1,504</b>	<b>99.0%</b>	<b>12.3</b>	<b>0.9</b>	<b>B</b>

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	171	158	92.2%	16.2	1.1	B
	Through	1,095	1,082	98.8%	17.8	1.2	B
	Right Turn						
	Subtotal	1,266	1,240	97.9%	17.6	1.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	702	704	100.3%	11.6	1.5	B
	Right Turn	132	144	109.1%	9.4	2.1	A
	Subtotal	834	848	101.7%	11.2	1.2	B
<b>Total</b>		<b>2,100</b>	<b>2,088</b>	<b>99.4%</b>	<b>15.0</b>	<b>1.0</b>	<b>B</b>

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	877	874	99.7%	23.2	4.1	C
	Right Turn	109	107	98.0%	22.8	6.1	C
	Subtotal	986	981	99.5%	23.2	4.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	396	374	94.3%	21.0	1.7	C
	Through	1,376	1,349	98.1%	21.2	2.1	C
	Right Turn						
	Subtotal	1,772	1,723	97.2%	21.2	1.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,758</b>	<b>2,704</b>	<b>98.0%</b>	<b>21.9</b>	<b>1.8</b>	<b>C</b>

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	398	368	92.5%	14.4	1.7	B
	Through	689	691	100.3%	11.8	1.4	B
	Right Turn	18	15	82.2%	2.3	2.5	A
	Subtotal	1,105	1,074	97.2%	12.5	1.4	B
EB	Left Turn						
	Through	280	278	99.4%	11.2	1.7	B
	Right Turn	4	4	110.0%	6.3	6.7	A
	Subtotal	284	283	99.6%	11.1	1.7	B
WB	Left Turn	18	16	91.1%	14.2	8.9	B
	Through	231	235	101.6%	11.0	1.9	B
	Right Turn						
	Subtotal	249	251	100.9%	11.2	2.0	B
<b>Total</b>		<b>1,638</b>	<b>1,608</b>	<b>98.1%</b>	<b>12.1</b>	<b>0.8</b>	<b>B</b>

**Intersection 29**                      **15th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	94	101	107.7%	7.7	2.1	A
	Through	504	501	99.4%	7.0	1.4	A
	Right Turn	111	115	103.8%	5.2	1.5	A
	Subtotal	709	718	101.2%	6.8	1.4	A
EB	Left Turn						
	Through	270	270	99.9%	15.7	2.9	B
	Right Turn	14	12	88.6%	10.0	6.1	B
	Subtotal	284	282	99.3%	15.4	2.9	B
WB	Left Turn	28	30	105.7%	27.3	4.5	C
	Through	256	262	102.2%	26.4	6.0	C
	Right Turn						
	Subtotal	284	291	102.5%	26.5	5.8	C
Total		1,277	1,291	101.1%	13.2	2.2	B

**Intersection 30**                      **15th Street/W Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	390	398	102.2%	15.4	1.4	B
	Right Turn	122	126	103.6%	12.6	2.8	B
	Subtotal	512	525	102.5%	14.8	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	804	762	94.7%	15.6	1.7	B
	Through	1,158	1,127	97.3%	22.7	2.1	C
	Right Turn						
	Subtotal	1,962	1,888	96.2%	19.9	1.8	B
Total		2,474	2,413	97.5%	18.8	1.6	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

**Intersection 31**                      **15th Street-X Street/US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	1,187	1,147	96.6%	50.8	10.7	D
	Right Turn	12	10	86.7%	22.2	12.5	C
	Subtotal	1,199	1,158	96.5%	50.5	10.6	D
SB	Left Turn	247	249	100.9%	16.5	4.8	B
	Through	263	262	99.6%	10.9	1.1	B
	Right Turn						
	Subtotal	510	511	100.2%	13.8	2.3	B
SE	Left Turn	682	685	100.5%	42.6	10.4	D
	Through						
	Right Turn	82	78	95.1%	28.0	8.2	C
	Subtotal	764	763	99.9%	41.1	10.1	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,473</b>	<b>2,432</b>	<b>98.3%</b>	<b>40.0</b>	<b>7.5</b>	<b>D</b>

**Intersection 32**                      **15th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	195	202	103.8%	25.7	3.1	C
	Through						
	Right Turn	105	102	96.8%	10.2	1.8	B
	Subtotal	300	304	101.3%	20.7	2.8	C
EB	Left Turn						
	Through	496	482	97.2%	13.1	4.8	B
	Right Turn						
	Subtotal	496	482	97.2%	13.1	4.8	B
WB	Left Turn						
	Through	552	487	88.2%	13.6	0.8	B
	Right Turn						
	Subtotal	552	487	88.2%	13.6	0.8	B
<b>Total</b>		<b>1,348</b>	<b>1,273</b>	<b>94.4%</b>	<b>15.1</b>	<b>2.4</b>	<b>B</b>

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	51	48	93.3%	4.3	1.3	A
	Through	1,358	1,349	99.4%	3.7	0.4	A
	Right Turn	1	0	40.0%	0.3	0.9	A
	Subtotal	1,410	1,397	99.1%	3.7	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	210	213	101.5%	12.3	1.6	B
	Through	296	301	101.8%	9.0	0.8	A
	Right Turn						
	Subtotal	506	514	101.7%	10.4	0.5	B
WB	Left Turn						
	Through	41	34	82.9%	7.0	2.7	A
	Right Turn	63	66	104.1%	3.7	1.6	A
	Subtotal	104	100	95.8%	4.6	1.4	A
<b>Total</b>		<b>2,020</b>	<b>2,011</b>	<b>99.6%</b>	<b>5.5</b>	<b>0.3</b>	<b>A</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	507	491	96.8%	9.5	1.2	A
	Through	1,334	1,324	99.3%	9.0	1.2	A
	Right Turn	87	85	97.5%	5.4	1.4	A
	Subtotal	1,928	1,900	98.5%	8.9	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	475	478	100.5%	17.0	2.3	B
	Right Turn	76	72	94.7%	14.4	4.6	B
	Subtotal	551	550	99.7%	16.7	2.2	B
<b>Total</b>		<b>2,479</b>	<b>2,449</b>	<b>98.8%</b>	<b>10.7</b>	<b>0.7</b>	<b>B</b>

**Intersection 35**                      **16th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	1,678	1,646	98.1%	26.3	3.8	C
	Right Turn	77	79	102.9%	10.0	3.1	A
	Subtotal	1,755	1,725	98.3%	25.5	3.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	250	257	102.7%	13.6	1.6	B
	Through	1,001	996	99.5%	12.5	1.5	B
	Right Turn						
	Subtotal	1,251	1,252	100.1%	12.7	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,006</b>	<b>2,978</b>	<b>99.1%</b>	<b>20.2</b>	<b>2.4</b>	<b>C</b>

**Intersection 36**                      **16th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	27	22	81.5%	13.2	3.8	B
	Through	970	1,004	103.5%	16.2	1.9	B
	Right Turn	127	142	111.5%	10.2	1.8	B
	Subtotal	1,124	1,168	103.9%	15.4	1.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	284	284	99.9%	34.5	15.5	C
	Through	112	113	101.1%	33.5	14.4	C
	Right Turn						
	Subtotal	396	397	100.2%	34.2	15.3	C
WB	Left Turn						
	Through	261	273	104.7%	16.7	6.1	B
	Right Turn	183	184	100.3%	13.9	6.5	B
	Subtotal	444	457	102.9%	15.6	6.3	B
<b>Total</b>		<b>1,964</b>	<b>2,021</b>	<b>102.9%</b>	<b>19.2</b>	<b>4.2</b>	<b>B</b>



**Intersection 37**                      **W Street-16th Street/16th Street-US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	223	232	104.0%	26.5	3.1	C
	Through	987	960	97.3%	32.5	3.8	C
	Right Turn						
	Subtotal	1,210	1,192	98.5%	31.4	3.4	C
WB	Left Turn						
	Through	1,138	1,097	96.4%	45.6	5.2	D
	Right Turn	159	150	94.3%	21.1	5.7	C
	Subtotal	1,297	1,247	96.2%	42.7	4.9	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	601	586	97.5%	52.0	9.5	D
	Through						
	Right Turn	314	314	100.1%	37.9	3.9	D
	Subtotal	915	900	98.4%	47.1	7.2	D
Total		3,422	3,340	97.6%	40.0	3.4	D

**Intersection 38**                      **16th Street/X Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	830	856	103.1%	18.6	1.7	B
	Right Turn	358	334	93.4%	18.0	2.3	B
	Subtotal	1,188	1,190	100.2%	18.5	1.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	630	631	100.2%	16.2	4.7	B
	Through	1,443	1,378	95.5%	27.6	4.3	C
	Right Turn	43	40	94.0%	21.2	4.6	C
	Subtotal	2,116	2,050	96.9%	24.0	3.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,304	3,240	98.1%	22.0	2.5	C

Intersection 39		16th Street/Broadway			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	75	70	93.3%	23.2	3.6	C
	Through	845	876	103.6%	23.4	2.8	C
	Right Turn	30	35	116.0%	22.3	5.6	C
	Subtotal	950	980	103.2%	23.4	2.8	C
SB	Left Turn	30	29	96.0%	58.8	42.8	E
	Through	12	12	100.0%	29.6	31.5	C
	Right Turn	1	0	40.0%	29.5	84.9	C
	Subtotal	43	41	95.8%	49.7	35.4	D
EB	Left Turn	106	102	96.2%	55.7	25.3	E
	Through	515	518	100.7%	19.8	2.5	B
	Right Turn	70	69	98.9%	5.8	1.1	A
	Subtotal	691	690	99.8%	23.7	5.0	C
WB	Left Turn	112	102	91.1%	34.5	6.5	C
	Through	476	424	89.1%	20.3	3.1	C
	Right Turn	237	228	96.4%	18.6	2.9	B
	Subtotal	825	754	91.4%	21.7	2.9	C
Total		2,509	2,466	98.3%	23.4	3.4	C

Intersection 40		19th Street/N Street			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	125	116	92.5%	10.6	1.1	B
	Through	540	516	95.6%	9.2	1.0	A
	Right Turn	60	61	102.0%	4.7	2.2	A
	Subtotal	725	693	95.6%	9.0	0.8	A
EB	Left Turn						
	Through	98	97	98.8%	10.8	1.7	B
	Right Turn	49	60	122.4%	4.8	1.6	A
	Subtotal	147	157	106.7%	8.5	1.6	A
WB	Left Turn	24	24	98.3%	14.2	8.0	B
	Through	393	386	98.1%	13.3	4.4	B
	Right Turn						
	Subtotal	417	409	98.1%	13.3	4.5	B
Total		1,289	1,259	97.7%	10.4	1.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

Intersection 41                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	411	400	97.2%	12.3	1.6	B
	Right Turn	92	86	93.9%	5.2	1.7	A
	Subtotal	503	486	96.6%	11.1	1.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	201	199	99.1%	17.8	2.2	B
	Through	1,040	1,069	102.8%	15.5	1.2	B
	Right Turn						
	Subtotal	1,241	1,268	102.2%	15.9	1.2	B
Total		1,744	1,754	100.6%	14.6	0.9	B

Intersection 42                      19th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	44	39	89.1%	3.5	0.9	A
	Subtotal	44	39	89.1%	3.5	0.9	A
SB	Left Turn	175	168	96.2%	9.5	1.4	A
	Through	437	422	96.5%	8.4	0.9	A
	Right Turn						
	Subtotal	612	590	96.4%	8.7	0.8	A
EB	Left Turn						
	Through	1,256	1,295	103.1%	17.2	1.6	B
	Right Turn	309	307	99.3%	11.4	2.0	B
	Subtotal	1,565	1,602	102.3%	16.1	1.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,221	2,231	100.4%	13.9	1.2	B

Intersection 43		19th Street/Broadway			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	342	323	94.5%	87.6	43.3	F
	Through	34	26	77.6%	83.9	43.3	F
	Right Turn	62	61	98.1%	83.7	45.7	F
	Subtotal	438	410	93.7%	87.0	43.2	F
SB	Left Turn	55	56	102.5%	22.7	9.2	C
	Through	545	539	98.9%	31.6	5.4	C
	Right Turn	146	140	95.9%	33.6	7.4	C
	Subtotal	746	736	98.6%	31.3	5.7	C
EB	Left Turn	5	6	128.0%	46.3	29.3	D
	Through	423	406	95.9%	19.8	4.6	B
	Right Turn	88	94	106.8%	9.9	3.3	A
	Subtotal	516	506	98.1%	18.5	3.8	B
WB	Left Turn	31	35	112.3%	68.7	21.7	E
	Through	548	512	93.5%	44.5	14.4	D
	Right Turn	5	7	136.0%	34.0	27.6	C
	Subtotal	584	554	94.9%	45.8	14.8	D
Total		2,284	2,206	96.6%	42.6	8.3	D

Intersection 44		21st Street/N Street			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	163	156	95.5%	16.5	1.8	B
	Through	984	1,005	102.1%	15.3	1.5	B
	Right Turn	98	99	101.2%	12.5	3.0	B
	Subtotal	1,245	1,260	101.2%	15.3	1.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	0	40.0%	3.0	9.5	A
	Through	169	150	89.0%	13.8	2.7	B
	Right Turn						
	Subtotal	170	151	88.7%	13.8	2.6	B
WB	Left Turn						
	Through	267	267	99.9%	17.3	2.1	B
	Right Turn	56	53	95.0%	17.6	5.7	B
	Subtotal	323	320	99.1%	17.3	2.3	B
Total		1,738	1,730	99.6%	15.6	1.2	B

Intersection 45                      21st Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	640	647	101.1%	10.9	1.7	B
	Right Turn	236	236	99.8%	8.0	1.7	A
	Subtotal	876	882	100.7%	10.1	1.5	B
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	178	166	93.3%	8.6	1.6	A
	Right Turn						
	Subtotal	179	166	92.7%	8.6	1.6	A
EB	Left Turn	284	285	100.3%	11.7	2.0	B
	Through	1,103	1,105	100.2%	11.3	1.0	B
	Right Turn	67	66	99.1%	7.4	1.9	A
	Subtotal	1,454	1,456	100.1%	11.2	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,509	2,504	99.8%	10.6	1.2	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions (Split Phase)  
AM Peak Hour

Intersection 46

5th Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	913	935	102.4%	40.4	8.1	D
	Right Turn	55	56	101.1%	29.8	10.7	C
	Subtotal	968	990	102.3%	39.8	8.1	D
SE	Left Turn	410	400	97.7%	44.0	7.4	D
	Through						
	Right Turn	116	115	99.3%	35.2	9.4	D
	Subtotal	526	516	98.0%	42.0	7.7	D
EB	Left Turn	54	53	98.5%	38.8	6.3	D
	Through	369	367	99.5%	36.3	3.3	D
	Right Turn	176	183	104.1%	6.4	1.4	A
	Subtotal	599	604	100.8%	27.5	2.1	C
SB	Left Turn	286	269	94.1%	25.4	9.6	C
	Through	184	189	102.6%	8.3	1.3	A
	Right Turn						
	Subtotal	470	458	97.4%	18.5	6.0	B
Total		2,563	2,568	100.2%	33.6	4.8	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

Intersection 47                      29th Street/J Street-B-80 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	52	50	96.9%	29.1	5.2	C
	Through	300	305	101.6%	26.6	2.6	C
	Right Turn						
	Subtotal	352	355	100.9%	26.9	2.2	C
EB	Left Turn						
	Through	571	553	96.8%	25.1	4.8	C
	Right Turn	188	202	107.2%	12.7	4.3	B
	Subtotal	759	754	99.4%	21.8	4.5	C
SW	Left Turn	370	354	95.8%	34.5	13.8	C
	Through	371	379	102.2%	22.8	4.2	C
	Right Turn						
	Subtotal	741	734	99.0%	28.8	9.4	C
Total		1,852	1,843	99.5%	25.7	3.7	C

Intersection 48                      Bus 80 Off-Ramp/29th Street-P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	726	735	101.3%	34.4	9.5	C
	Through						
	Right Turn	410	419	102.1%	17.7	2.6	B
	Subtotal	1,136	1,154	101.6%	28.5	6.9	C
SB	Left Turn	205	206	100.5%	81.4	44.2	F
	Through	295	280	94.8%	40.9	6.5	D
	Right Turn	83	82	98.8%	13.7	3.7	B
	Subtotal	583	568	97.4%	51.7	19.5	D
WB	Left Turn	93	92	98.9%	20.8	4.5	C
	Through	662	648	97.8%	21.5	4.0	C
	Right Turn						
	Subtotal	755	740	98.0%	21.4	3.8	C
Total		2,474	2,461	99.5%	31.6	6.2	C

**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	154	161	104.7%	10.6	2.0	B
	Through	117	123	105.3%	11.0	1.3	B
	Right Turn	197	178	90.4%	5.5	0.7	A
	Subtotal	468	462	98.8%	8.7	1.0	A
EB	Left Turn						
	Through	502	488	97.1%	8.5	2.1	A
	Right Turn	179	176	98.1%	3.2	0.6	A
	Subtotal	681	663	97.4%	7.1	1.8	A
WB	Left Turn	205	191	93.3%	20.5	4.9	C
	Through	796	793	99.6%	9.2	1.0	A
	Right Turn						
	Subtotal	1,001	984	98.3%	11.4	1.1	B
<b>Total</b>		<b>2,150</b>	<b>2,110</b>	<b>98.1%</b>	<b>9.5</b>	<b>1.1</b>	<b>A</b>

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	269	269	99.9%	18.2	1.6	B
	Through	233	226	97.2%	14.9	2.6	B
	Right Turn	121	118	97.9%	7.8	1.5	A
	Subtotal	623	614	98.5%	15.0	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	247	224	90.7%	26.6	3.4	C
	Through	746	774	103.8%	30.0	2.4	C
	Right Turn						
	Subtotal	993	998	100.5%	29.3	2.4	C
WB	Left Turn						
	Through						
	Right Turn	166	166	100.0%	31.5	6.5	C
	Subtotal	166	166	100.0%	31.5	6.5	C
<b>Total</b>		<b>1,782</b>	<b>1,778</b>	<b>99.8%</b>	<b>24.6</b>	<b>1.9</b>	<b>C</b>



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

Intersection 51                      30th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	462	482	104.4%	18.8	1.2	B
	Through	229	224	98.0%	14.4	1.3	B
	Right Turn	54	54	100.0%	12.6	4.1	B
	Subtotal	745	761	102.1%	17.2	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	669	652	97.4%	21.6	3.9	C
	Right Turn						
	Subtotal	669	652	97.4%	21.6	3.9	C
WB	Left Turn						
	Through	706	680	96.3%	11.5	1.7	B
	Right Turn	326	338	103.8%	11.8	1.5	B
	Subtotal	1,032	1,018	98.6%	11.6	1.3	B
Total		2,446	2,430	99.4%	16.1	0.9	B

Intersection 52                      SR 99 off-ramp/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	232	236	101.6%	16.5	2.3	B
	Through	57	60	105.3%	16.3	4.0	B
	Right Turn	188	198	105.1%	4.0	0.5	A
	Subtotal	477	493	103.4%	11.6	1.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	256	252	98.6%	43.1	25.2	D
	Through	400	371	92.7%	5.5	1.7	A
	Right Turn						
	Subtotal	656	623	95.0%	20.8	11.0	C
WB	Left Turn						
	Through	769	777	101.0%	6.3	0.9	A
	Right Turn	1	2	240.0%	1.9	4.1	A
	Subtotal	770	779	101.2%	6.3	0.9	A
Total		1,903	1,896	99.6%	12.5	3.9	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	84	82	97.1%	27.4	7.2	C
	Through	335	342	102.2%	17.9	1.8	B
	Right Turn	37	44	117.8%	13.7	3.6	B
	Subtotal	456	468	102.5%	19.1	2.3	B
SB	Left Turn	56	54	95.7%	27.8	5.9	C
	Through	242	239	98.8%	17.7	9.0	B
	Right Turn	84	80	94.8%	12.4	9.6	B
	Subtotal	382	372	97.5%	18.2	7.7	B
EB	Left Turn	10	9	88.0%	45.5	35.3	D
	Through	710	701	98.8%	14.2	2.4	B
	Right Turn	3	4	133.3%	12.8	24.7	B
	Subtotal	723	714	98.8%	14.7	2.7	B
WB	Left Turn	78	77	98.5%	78.1	58.5	E
	Through	794	806	101.5%	13.6	3.0	B
	Right Turn	153	165	108.0%	12.4	3.6	B
	Subtotal	1,025	1,048	102.2%	18.3	6.9	B
Total		2,586	2,602	100.6%	17.4	3.6	B

Intersection 54 Alhambra Boulevard/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	393	401	102.0%	16.5	2.9	B
	Right Turn	62	53	85.8%	13.8	2.9	B
	Subtotal	455	454	99.8%	16.2	2.9	B
SB	Left Turn	61	59	97.0%	34.2	17.7	C
	Through	262	262	100.0%	30.3	14.5	C
	Right Turn						
	Subtotal	323	321	99.4%	30.9	14.9	C
EB	Left Turn	46	42	92.2%	18.7	4.7	B
	Through	57	56	98.2%	19.6	2.8	B
	Right Turn	120	130	108.0%	7.8	2.5	A
	Subtotal	223	228	102.2%	12.6	2.2	B
WB	Left Turn	15	14	90.7%	27.7	5.3	C
	Through						
	Right Turn	17	18	108.2%	7.3	3.0	A
	Subtotal	32	32	100.0%	16.0	2.8	B
Total		1,033	1,035	100.2%	19.9	5.6	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
AM Peak Hour

Intersection 55                      15th Street/G Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	0	40.0%	2.5	7.7	A
	Through	513	506	98.7%	13.1	2.4	B
	Right Turn	8	10	125.0%	10.5	6.9	B
	Subtotal	522	517	99.0%	13.0	2.5	B
EB	Left Turn	4	3	80.0%	8.9	10.7	A
	Through	142	145	102.3%	11.5	2.6	B
	Right Turn	523	527	100.8%	8.9	2.0	A
	Subtotal	669	676	101.0%	9.5	1.9	A
WB	Left Turn	47	49	103.8%	11.9	3.2	B
	Through	347	344	99.3%	12.3	2.0	B
	Right Turn	1	2	160.0%	3.3	5.9	A
	Subtotal	395	395	99.9%	12.2	2.0	B
Total		1,586	1,587	100.1%	11.4	1.2	B

Intersection 56                      15th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	273	280	102.7%	5.8	0.9	A
	Right Turn	107	114	106.9%	3.7	1.0	A
	Subtotal	380	395	103.9%	5.2	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	128	148	115.3%	10.1	1.2	B
	Through	742	758	102.2%	10.5	0.7	B
	Right Turn						
	Subtotal	870	906	104.1%	10.4	0.7	B
Total		1,250	1,301	104.1%	8.8	0.7	A

**Intersection 57**                      **15th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	22	108.0%	4.7	2.8	A
	Through	379	402	106.1%	4.9	0.8	A
	Right Turn						
	Subtotal	399	424	106.2%	4.9	0.8	A
EB	Left Turn						
	Through	803	818	101.9%	9.8	1.0	A
	Right Turn	149	145	97.4%	6.2	1.5	A
	Subtotal	952	963	101.2%	9.2	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,351</b>	<b>1,387</b>	<b>102.6%</b>	<b>7.9</b>	<b>0.9</b>	<b>A</b>

**Intersection 58**                      **19th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	74	80	108.1%	16.3	3.5	B
	Through	278	268	96.3%	17.4	3.1	B
	Right Turn						
	Subtotal	352	348	98.8%	17.1	3.0	B
EB	Left Turn	17	14	82.4%	10.0	4.5	B
	Through	571	547	95.8%	9.6	0.8	A
	Right Turn	459	476	103.6%	8.0	0.9	A
	Subtotal	1,047	1,037	99.0%	8.9	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,399</b>	<b>1,384</b>	<b>99.0%</b>	<b>10.9</b>	<b>0.7</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

**Intersection 1**                      **3rd Street-I-5 off-ramp/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NE	Left Turn	7	7	97.1%	32.9	19.7	C
	Through						
	Right Turn	544	546	100.4%	32.3	1.6	C
	Subtotal	551	553	100.4%	32.3	1.7	C
SB	Left Turn	154	156	101.6%	27.6	2.5	C
	Through	433	440	101.5%	27.6	1.8	C
	Right Turn						
	Subtotal	587	596	101.5%	27.6	0.9	C
EB	Left Turn	60	69	114.7%	24.4	4.5	C
	Through	942	946	100.4%	25.1	1.9	C
	Right Turn	597	571	95.6%	47.3	11.7	D
	Subtotal	1,599	1,586	99.2%	33.2	5.4	C
NB	Left Turn						
	Through						
	Right Turn	129	121	93.6%	20.9	3.0	C
	Subtotal	129	121	93.6%	20.9	3.0	C
<b>Total</b>		<b>2,866</b>	<b>2,856</b>	<b>99.6%</b>	<b>31.4</b>	<b>2.8</b>	<b>C</b>

**Intersection 2**                      **3rd Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	822	809	98.4%	27.0	3.2	C
	Right Turn	1,142	1,069	93.6%	9.8	1.6	A
	Subtotal	1,965	1,878	95.6%	17.2	1.4	B
EB	Left Turn	153	152	99.6%	38.8	11.9	D
	Through	937	930	99.2%	31.1	15.1	C
	Right Turn	689	655	95.1%	24.4	9.0	C
	Subtotal	1,779	1,737	97.7%	29.4	12.7	C
WB	Left Turn	87	69	79.1%	21.6	5.4	C
	Through	556	510	91.7%	12.8	2.6	B
	Right Turn	5	5	104.0%	7.2	8.8	A
	Subtotal	648	584	90.1%	13.9	2.8	B
<b>Total</b>		<b>4,392</b>	<b>4,199</b>	<b>95.6%</b>	<b>21.6</b>	<b>5.1</b>	<b>C</b>



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions (Split Phase)  
PM Peak Hour

Intersection 5                      5th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	U-Turn	473	372	78.7%	27.8	2.2	C
	Left Turn 2	150	136	90.9%	29.8	3.3	C
	Left Turn	180	154	85.8%	28.5	3.3	C
	Through	220	200	90.7%	28.9	3.3	C
	Right Turn						
	Subtotal	1,023	863	84.3%	28.6	2.0	C
SB	Through	429	419	97.6%	71.2	23.0	E
	Slight Right	272	250	91.8%	66.3	21.9	E
	Right Turn	12	12	100.0%	44.5	22.3	D
	Hard Right	2	2	80.0%	23.2	34.4	C
	Subtotal	715	682	95.4%	69.1	22.7	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	1,040	969	93.2%	60.8	20.3	E
	Through	252	260	103.3%	39.7	10.4	D
	Right Turn	461	462	100.2%	36.3	10.4	D
	Right Turn 2	86	83	96.3%	23.8	11.3	C
	Subtotal	1,839	1,774	96.5%	49.8	8.1	D
Total		3,577	3,319	92.8%	48.3	5.2	D

Intersection 6

5th Street/J Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn		400	94.5%	33.9	7.6	C
	Through	423					
	Right Turn	280	251	89.6%	10.9	1.5	B
	Subtotal	703	650	92.5%	25.2	5.4	C
SB	Left Turn	11	7	65.5%	59.9	42.8	E
	Through	330	326	98.8%	48.2	28.3	D
	Right Turn						
	Subtotal	341	333	97.7%	48.5	28.5	D
EB	Left Turn	628	643	102.4%	20.3	3.5	C
	Through	751	724	96.5%	10.1	0.8	B
	Right Turn	395	385	97.4%	12.1	2.1	B
	Subtotal	1,774	1,752	98.8%	14.3	1.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,818	2,736	97.1%	21.1	3.5	C





SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

**Intersection 9**                      **5th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	69	60	87.0%	44.2	34.6	D
	Through	523	466	89.2%	44.4	40.3	D
	Right Turn	34	27	80.0%	40.4	36.6	D
	Subtotal	626	554	88.4%	44.1	39.1	D
SB	Left Turn	116	91	78.6%	40.7	15.9	D
	Through	301	270	89.8%	10.5	4.8	B
	Right Turn	15	13	88.0%	5.6	3.6	A
	Subtotal	432	375	86.8%	17.9	7.1	B
EB	Left Turn	81	59	73.1%	86.2	58.7	F
	Through	92	90	97.8%	19.3	8.4	B
	Right Turn	146	153	104.7%	14.2	13.3	B
	Subtotal	319	302	94.7%	29.0	16.1	C
WB	Left Turn	38	41	108.4%	29.8	17.7	C
	Through	150	138	92.0%	36.1	22.0	D
	Right Turn	259	230	88.8%	35.7	24.0	D
	Subtotal	447	409	91.5%	35.2	22.0	D
Total		1,824	1,640	89.9%	31.9	15.2	C

**Intersection 10**                      **5th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	236	220	93.4%	33.0	7.9	C
	Through	386	362	93.9%	26.0	15.0	C
	Right Turn						
	Subtotal	622	583	93.7%	28.7	12.3	C
SB	Left Turn						
	Through	425	393	92.4%	27.0	9.3	C
	Right Turn	153	140	91.5%	16.9	8.5	B
	Subtotal	578	533	92.2%	24.3	9.1	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	118	124	105.4%	21.5	5.8	C
	Through	1,332	1,314	98.7%	20.3	4.5	C
	Right Turn	177	180	101.9%	13.7	9.6	B
	Subtotal	1,627	1,619	99.5%	19.7	4.6	B
Total		2,827	2,735	96.7%	22.5	4.6	C

**Intersection 11**                      **5th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	505	487	96.4%	32.4	11.8	C
	Right Turn	125	112	89.9%	21.9	17.6	C
	Subtotal	630	599	95.1%	30.3	12.4	C
SB	Left Turn	121	113	93.2%	21.6	1.8	C
	Through	422	402	95.2%	15.4	0.9	B
	Right Turn						
	Subtotal	543	514	94.7%	16.7	1.0	B
EB	Left Turn	117	106	90.9%	20.0	11.6	B
	Through	715	720	100.8%	14.7	0.9	B
	Right Turn	114	107	94.0%	7.9	3.0	A
	Subtotal	946	934	98.7%	14.5	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,119</b>	<b>2,048</b>	<b>96.6%</b>	<b>19.5</b>	<b>3.6</b>	<b>B</b>

**Intersection 12**                      **6th Street/J Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	154	157	102.1%	33.2	4.5	D
	Right Turn	25	21	84.8%	22.1	6.7	C
	Subtotal	179	178	99.7%	31.9	3.9	D
SB	Left Turn	40	42	105.0%	41.8	10.3	E
	Through						
	Right Turn						
	Subtotal	40	42	105.0%	41.8	10.3	E
EB	Left Turn	92	79	86.1%	5.0	1.7	A
	Through	852	806	94.6%	3.5	0.4	A
	Right Turn						
	Subtotal	944	885	93.8%	3.6	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,163</b>	<b>1,106</b>	<b>95.1%</b>	<b>9.6</b>	<b>1.1</b>	<b>A</b>

**Intersection 13**                      **7th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	47	39	82.6%	20.3	4.1	C
	Through	361	368	101.8%	25.5	2.4	C
	Right Turn						
	Subtotal	408	406	99.6%	25.0	2.2	C
EB	Left Turn						
	Through	783	742	94.7%	5.9	0.7	A
	Right Turn	134	124	92.2%	4.0	0.9	A
	Subtotal	917	865	94.4%	5.7	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,325</b>	<b>1,272</b>	<b>96.0%</b>	<b>11.8</b>	<b>0.8</b>	<b>B</b>

**Intersection 14**                      **7th Street/L Street**                      **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	497	485	97.6%	9.4	0.7	A
	Right Turn	31	32	101.9%	6.7	3.1	A
	Subtotal	528	517	97.9%	9.2	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	12	13	106.7%	7.5	2.8	A
	Through	1,204	1,165	96.8%	8.7	0.5	A
	Right Turn						
	Subtotal	1,216	1,178	96.9%	8.7	0.5	A
<b>Total</b>		<b>1,744</b>	<b>1,695</b>	<b>97.2%</b>	<b>8.9</b>	<b>0.4</b>	<b>A</b>

**Intersection 15**                      **8th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	253	234	92.3%	8.7	1.1	A
	Through	203	202	99.3%	6.8	1.2	A
	Right Turn	7	7	102.9%	4.5	2.5	A
	Subtotal	463	442	95.6%	7.8	0.9	A
SB	Left Turn	155	154	99.4%	13.2	2.7	B
	Through						
	Right Turn	38	44	116.8%	8.8	2.6	A
	Subtotal	193	198	102.8%	12.2	2.4	B
EB	Left Turn	30	32	108.0%	17.4	6.6	B
	Through	419	409	97.7%	15.2	3.5	B
	Right Turn						
	Subtotal	449	442	98.4%	15.4	3.7	B
WB	Left Turn						
	Through	340	340	100.0%	11.2	1.7	B
	Right Turn	17	17	98.8%	7.9	4.4	A
	Subtotal	357	357	99.9%	11.0	1.7	B
Total		1,462	1,439	98.4%	11.5	1.4	B

**Intersection 16**                      **8th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	298	284	95.4%	14.9	2.5	B
	Through	297	279	93.9%	15.7	1.9	B
	Right Turn	217	203	93.6%	11.6	3.2	B
	Subtotal	812	766	94.4%	14.4	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	55	50	91.6%	21.8	5.5	C
	Through	700	666	95.2%	27.8	5.8	C
	Right Turn						
	Subtotal	755	717	94.9%	27.3	5.7	C
WB	Left Turn						
	Through	49	49	99.6%	28.2	3.9	C
	Right Turn	3	2	66.7%	4.6	9.4	A
	Subtotal	52	51	97.7%	27.4	3.9	C
Total		1,619	1,534	94.7%	20.9	2.7	C

**Intersection 17**                      **8th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	358	330	92.1%	27.5	6.1	C
	Through	664	622	93.7%	21.5	5.0	C
	Right Turn						
	Subtotal	1,022	952	93.1%	23.6	5.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,462	1,476	101.0%	18.2	2.1	B
	Right Turn	191	189	99.1%	9.5	1.3	A
	Subtotal	1,653	1,665	100.7%	17.2	1.9	B
<b>Total</b>		<b>2,675</b>	<b>2,617</b>	<b>97.8%</b>	<b>19.5</b>	<b>2.9</b>	<b>B</b>

**Intersection 18**                      **8th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	751	725	96.5%	26.6	4.9	C
	Right Turn	293	304	103.6%	17.6	5.5	B
	Subtotal	1,044	1,028	98.5%	24.0	5.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	43	34	80.0%	5.7	4.0	A
	Through	787	743	94.4%	3.5	0.7	A
	Right Turn						
	Subtotal	830	778	93.7%	3.5	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,874</b>	<b>1,806</b>	<b>96.4%</b>	<b>15.2</b>	<b>3.5</b>	<b>B</b>

**Intersection 19**                      **8th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	105	105	99.8%	13.0	2.8	B
	Through	570	564	98.9%	13.9	1.3	B
	Right Turn						
	Subtotal	675	669	99.1%	13.7	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,111	1,070	96.3%	12.8	0.5	B
	Right Turn	240	232	96.7%	10.9	0.8	B
	Subtotal	1,351	1,302	96.4%	12.4	0.5	B
<b>Total</b>		<b>2,026</b>	<b>1,971</b>	<b>97.3%</b>	<b>12.9</b>	<b>0.6</b>	<b>B</b>

**Intersection 20**                      **9th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	457	457	100.0%	7.3	1.1	A
	Right Turn	77	74	96.1%	5.8	1.8	A
	Subtotal	534	531	99.4%	7.1	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	599	603	100.6%	19.9	2.4	B
	Through	1,182	1,134	95.9%	21.9	2.0	C
	Right Turn						
	Subtotal	1,781	1,736	97.5%	21.2	1.9	C
<b>Total</b>		<b>2,315</b>	<b>2,267</b>	<b>97.9%</b>	<b>17.9</b>	<b>1.4</b>	<b>B</b>

**Intersection 21**                      **9th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	119	122	102.9%	14.8	1.7	B
	Through	865	851	98.4%	12.8	1.0	B
	Right Turn	28	32	112.9%	7.7	4.1	A
	Subtotal	1,012	1,005	99.3%	12.9	0.9	B
EB	Left Turn						
	Through	31	29	92.9%	8.5	4.2	A
	Right Turn	16	13	80.0%	5.4	3.4	A
	Subtotal	47	42	88.5%	7.7	2.1	A
WB	Left Turn	3	2	66.7%	6.4	5.0	A
	Through	500	508	101.7%	14.1	1.1	B
	Right Turn						
	Subtotal	503	510	101.5%	14.1	1.1	B
<b>Total</b>		<b>1,562</b>	<b>1,557</b>	<b>99.7%</b>	<b>13.2</b>	<b>0.6</b>	<b>B</b>

**Intersection 22**                      **9th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	696	672	96.6%	9.0	3.0	A
	Right Turn	196	202	103.1%	7.5	3.2	A
	Subtotal	892	874	98.0%	8.7	2.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	137	132	96.1%	4.2	1.0	A
	Through	1,012	1,004	99.2%	5.1	0.4	A
	Right Turn						
	Subtotal	1,149	1,135	98.8%	5.0	0.4	A
<b>Total</b>		<b>2,041</b>	<b>2,010</b>	<b>98.5%</b>	<b>6.6</b>	<b>1.4</b>	<b>A</b>



**Intersection 23**                      **9th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	120	114	95.0%	6.8	1.5	A
	Through	775	757	97.7%	7.2	1.3	A
	Right Turn						
	Subtotal	895	871	97.3%	7.1	1.3	A
EB	Left Turn						
	Through	1,092	1,084	99.2%	15.5	1.6	B
	Right Turn	505	514	101.8%	13.3	1.7	B
	Subtotal	1,597	1,598	100.0%	14.8	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,492</b>	<b>2,468</b>	<b>99.1%</b>	<b>12.1</b>	<b>0.9</b>	<b>B</b>

**Intersection 24**                      **10th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	282	273	96.7%	18.3	5.6	B
	Through	553	570	103.1%	11.7	2.3	B
	Right Turn						
	Subtotal	835	843	100.9%	13.8	3.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,401	1,375	98.1%	13.4	1.2	B
	Right Turn	255	266	104.2%	11.1	1.6	B
	Subtotal	1,656	1,640	99.1%	13.0	1.2	B
<b>Total</b>		<b>2,491</b>	<b>2,483</b>	<b>99.7%</b>	<b>13.3</b>	<b>1.3</b>	<b>B</b>

**Intersection 25**                      **10th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	63	62	99.0%	9.9	3.5	A
	Through	759	775	102.1%	11.5	1.6	B
	Right Turn	110	118	106.9%	8.5	2.4	A
	Subtotal	932	955	102.4%	11.1	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	56	53	94.3%	21.2	7.4	C
	Through	38	32	85.3%	14.6	7.1	B
	Right Turn						
	Subtotal	94	85	90.6%	18.7	5.0	B
WB	Left Turn						
	Through	420	426	101.4%	14.8	1.8	B
	Right Turn	79	87	109.9%	11.1	2.0	B
	Subtotal	499	513	102.8%	14.1	1.9	B
Total		1,525	1,553	101.8%	12.5	1.2	B

**Intersection 26**                      **10th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	122	118	96.4%	17.8	1.5	B
	Through	613	646	105.4%	18.4	0.6	B
	Right Turn						
	Subtotal	735	764	103.9%	18.3	0.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,062	1,045	98.4%	15.9	2.4	B
	Right Turn	121	129	106.4%	9.6	2.0	A
	Subtotal	1,183	1,174	99.2%	15.2	2.2	B
Total		1,918	1,938	101.0%	16.5	1.3	B

**Intersection 27**                      **10th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	618	649	105.0%	11.1	0.7	B
	Right Turn	26	33	127.7%	7.6	2.2	A
	Subtotal	644	682	106.0%	10.9	0.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	117	116	99.5%	17.4	1.8	B
	Through	1,100	1,084	98.5%	18.2	1.1	B
	Right Turn						
	Subtotal	1,217	1,200	98.6%	18.2	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>1,861</b>	<b>1,882</b>	<b>101.1%</b>	<b>15.5</b>	<b>0.8</b>	<b>B</b>

**Intersection 28**                      **12th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	379	390	102.9%	18.5	1.7	B
	Through	841	841	100.0%	13.3	0.8	B
	Right Turn	49	50	102.0%	3.5	1.8	A
	Subtotal	1,269	1,281	100.9%	14.5	0.9	B
EB	Left Turn						
	Through	385	391	101.6%	12.5	3.0	B
	Right Turn	10	10	96.0%	11.5	8.5	B
	Subtotal	395	401	101.5%	12.4	3.1	B
WB	Left Turn	30	23	77.3%	17.1	3.9	B
	Through	139	139	100.1%	11.4	2.6	B
	Right Turn						
	Subtotal	169	162	96.1%	12.3	2.3	B
<b>Total</b>		<b>1,833</b>	<b>1,844</b>	<b>100.6%</b>	<b>13.9</b>	<b>1.1</b>	<b>B</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 29                      15th Street/N Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	166	167	100.7%	12.0	4.0	B
	Through	1,098	1,084	98.8%	11.1	2.9	B
	Right Turn	108	114	105.6%	7.6	2.2	A
	Subtotal	1,372	1,366	99.5%	10.9	2.8	B
EB	Left Turn						
	Through	259	262	101.2%	21.5	13.6	C
	Right Turn	14	13	91.4%	22.1	28.0	C
	Subtotal	273	275	100.7%	21.5	14.2	C
WB	Left Turn	34	29	84.7%	35.8	18.3	D
	Through	331	317	95.8%	31.9	14.1	C
	Right Turn						
	Subtotal	365	346	94.8%	32.2	14.4	C
Total		2,010	1,986	98.8%	16.1	6.2	B

Intersection 30                      15th Street/W Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	843	755	89.6%	54.2	20.9	D
	Right Turn	515	484	93.9%	34.5	10.2	C
	Subtotal	1,358	1,239	91.2%	46.8	17.1	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	744	740	99.5%	10.7	0.7	B
	Through	1,246	1,230	98.7%	10.7	0.6	B
	Right Turn						
	Subtotal	1,990	1,970	99.0%	10.7	0.5	B
Total		3,348	3,209	95.9%	24.4	5.9	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

**Intersection 31**                      **15th Street-X Street/US 50 off-ramp**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
EB	Left Turn						
	Through	1,571	1,424	90.6%	77.6	13.4	E
	Right Turn	72	73	101.7%	50.0	14.2	D
	Subtotal	1,643	1,497	91.1%	76.3	13.3	E
SB	Left Turn	375	329	87.7%	54.8	5.7	D
	Through	681	622	91.3%	45.0	4.2	D
	Right Turn						
	Subtotal	1,056	950	90.0%	48.5	2.2	D
SE	Left Turn	657	639	97.2%	60.7	19.1	E
	Through						
	Right Turn	221	229	103.5%	56.7	18.7	E
	Subtotal	878	868	98.8%	59.8	19.0	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>3,577</b>	<b>3,315</b>	<b>92.7%</b>	<b>64.1</b>	<b>6.1</b>	<b>E</b>

**Intersection 32**                      **15th Street/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	641	598	93.4%	28.0	2.9	C
	Through						
	Right Turn	274	273	99.6%	21.3	2.0	C
	Subtotal	915	871	95.2%	25.9	2.2	C
EB	Left Turn						
	Through	623	598	96.0%	24.5	5.4	C
	Right Turn						
	Subtotal	623	598	96.0%	24.5	5.4	C
WB	Left Turn						
	Through	765	686	89.7%	32.0	1.3	C
	Right Turn						
	Subtotal	765	686	89.7%	32.0	1.3	C
<b>Total</b>		<b>2,303</b>	<b>2,156</b>	<b>93.6%</b>	<b>27.5</b>	<b>1.9</b>	<b>C</b>

**Intersection 33**                      **16th Street/H Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	46	45	97.4%	5.2	0.7	A
	Through	1,849	1,627	88.0%	6.4	0.3	A
	Right Turn	17	17	101.2%	5.0	1.0	A
	Subtotal	1,912	1,689	88.3%	6.3	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	507	519	102.3%	35.2	13.8	D
	Through	523	494	94.5%	21.5	6.1	C
	Right Turn						
	Subtotal	1,030	1,013	98.3%	28.6	10.3	C
WB	Left Turn						
	Through	100	101	100.8%	9.6	1.4	A
	Right Turn	62	56	90.3%	5.2	1.7	A
	Subtotal	162	157	96.8%	8.1	1.3	A
<b>Total</b>		<b>3,104</b>	<b>2,858</b>	<b>92.1%</b>	<b>14.4</b>	<b>4.0</b>	<b>B</b>

**Intersection 34**                      **16th Street/I Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	537	488	90.9%	13.2	2.1	B
	Through	1,882	1,660	88.2%	16.4	2.2	B
	Right Turn	175	144	82.3%	13.5	3.0	B
	Subtotal	2,594	2,292	88.4%	15.6	2.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	325	320	98.3%	10.9	1.7	B
	Right Turn	30	34	113.3%	11.0	4.2	B
	Subtotal	355	354	99.6%	11.0	1.7	B
<b>Total</b>		<b>2,949</b>	<b>2,646</b>	<b>89.7%</b>	<b>15.0</b>	<b>1.8</b>	<b>B</b>

**Intersection 35**                      **16th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	2,310	1,996	86.4%	85.1	16.2	F
	Right Turn	83	77	92.5%	64.6	16.8	E
	Subtotal	2,393	2,073	86.6%	84.3	16.2	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	284	300	105.8%	17.0	3.5	B
	Through	1,540	1,426	92.6%	48.5	15.1	D
	Right Turn						
	Subtotal	1,824	1,727	94.7%	43.0	12.5	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>4,217</b>	<b>3,800</b>	<b>90.1%</b>	<b>65.6</b>	<b>5.4</b>	<b>E</b>

**Intersection 36**                      **16th Street/N Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	73	77	105.2%	25.8	11.2	C
	Through	1,206	1,212	100.5%	24.8	11.2	C
	Right Turn	118	122	103.4%	17.7	9.1	B
	Subtotal	1,397	1,411	101.0%	24.3	11.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	177	172	97.4%	42.9	29.5	D
	Through	235	234	99.7%	42.7	29.3	D
	Right Turn						
	Subtotal	412	407	98.7%	42.8	29.4	D
WB	Left Turn						
	Through	284	292	102.8%	17.7	6.5	B
	Right Turn	181	175	96.6%	12.9	7.0	B
	Subtotal	465	467	100.4%	15.9	6.6	B
<b>Total</b>		<b>2,274</b>	<b>2,284</b>	<b>100.5%</b>	<b>25.8</b>	<b>11.8</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 37                      W Street-16th Street/16th Street-US 50 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	41	44	108.3%	14.8	2.0	B
	Through	564	543	96.3%	21.8	1.1	C
	Right Turn						
	Subtotal	605	588	97.1%	21.2	1.1	C
WB	Left Turn						
	Through	1,402	1,333	95.1%	31.9	4.3	C
	Right Turn	187	164	87.7%	22.6	7.3	C
	Subtotal	1,589	1,497	94.2%	30.9	4.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NW	Left Turn	547	554	101.4%	43.1	16.0	D
	Through						
	Right Turn	97	96	98.6%	29.4	7.2	C
	Subtotal	644	650	100.9%	41.1	14.7	D
Total		2,838	2,735	96.4%	31.4	5.3	C

Intersection 38                      16th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	292	280	95.8%	12.4	1.9	B
	Right Turn	209	205	98.2%	12.4	1.9	B
	Subtotal	501	485	96.8%	12.4	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	956	901	94.3%	8.2	0.5	A
	Through	1,631	1,498	91.9%	9.6	0.4	A
	Right Turn	16	13	82.5%	6.3	3.7	A
	Subtotal	2,603	2,413	92.7%	9.0	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,104	2,898	93.4%	9.6	0.3	A



Intersection 39		16th Street/Broadway			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	29	26	88.3%	19.3	7.1	B
	Through	385	394	102.4%	18.6	1.8	B
	Right Turn	52	50	96.9%	13.4	3.5	B
	Subtotal	466	470	100.9%	18.0	1.5	B
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	14	12	82.9%	8.7	7.4	A
	Right Turn	1	1	120.0%	0.1	0.1	A
	Subtotal	16	13	80.0%	8.1	7.6	A
EB	Left Turn	75	78	104.0%	39.5	13.9	D
	Through	755	718	95.0%	12.8	2.2	B
	Right Turn	434	398	91.8%	5.8	0.9	A
	Subtotal	1,264	1,194	94.5%	12.2	2.0	B
WB	Left Turn	38	35	92.6%	31.8	8.7	C
	Through	735	682	92.7%	18.3	1.6	B
	Right Turn	41	42	102.4%	15.4	2.7	B
	Subtotal	814	759	93.2%	18.7	1.5	B
Total		2,560	2,436	95.2%	15.4	1.2	B

Intersection 40		19th Street/N Street			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	210	224	106.9%	29.2	2.9	C
	Through	1,142	1,150	100.7%	25.1	2.3	C
	Right Turn	28	30	108.6%	13.1	5.6	B
	Subtotal	1,380	1,404	101.8%	25.5	2.3	C
EB	Left Turn						
	Through	215	200	93.2%	13.0	2.2	B
	Right Turn	85	90	105.9%	11.9	2.1	B
	Subtotal	300	290	96.8%	12.7	1.9	B
WB	Left Turn	39	36	91.3%	12.2	4.6	B
	Through	430	410	95.3%	11.2	2.6	B
	Right Turn						
	Subtotal	469	445	94.9%	11.3	2.7	B
Total		2,149	2,140	99.6%	20.8	1.4	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 41                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,190	1,196	100.5%	24.9	5.4	C
	Right Turn	264	263	99.7%	17.6	4.4	B
	Subtotal	1,454	1,459	100.4%	23.6	5.2	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	124	129	103.9%	34.2	3.9	C
	Through	1,357	1,328	97.9%	28.0	2.3	C
	Right Turn						
	Subtotal	1,481	1,457	98.4%	28.5	2.4	C
Total		2,935	2,916	99.4%	26.1	3.5	C

Intersection 42                      19th Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	11	8	72.7%	7.4	4.8	A
	Subtotal	11	8	72.7%	7.4	4.8	A
SB	Left Turn	414	422	102.0%	14.9	4.4	B
	Through	900	876	97.3%	19.9	12.9	B
	Right Turn						
	Subtotal	1,314	1,298	98.8%	18.3	10.2	B
EB	Left Turn						
	Through	1,448	1,431	98.8%	19.6	1.3	B
	Right Turn	275	272	98.9%	16.4	1.4	B
	Subtotal	1,723	1,703	98.8%	19.1	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,048	3,009	98.7%	18.7	4.5	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 43		19th Street/Broadway			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	318	293	92.2%	108.8	40.5	F
	Through	10	8	76.0%	89.8	79.2	F
	Right Turn	46	48	104.3%	101.9	46.0	F
	Subtotal	374	349	93.3%	108.0	41.7	F
SB	Left Turn	124	115	92.9%	23.8	3.9	C
	Through	988	932	94.3%	33.6	9.4	C
	Right Turn	63	52	83.2%	35.3	11.8	D
	Subtotal	1,175	1,100	93.6%	32.7	8.9	C
EB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	572	506	88.4%	53.6	13.3	D
	Right Turn	155	132	84.9%	45.0	13.7	D
	Subtotal	728	637	87.5%	51.8	13.4	D
WB	Left Turn	79	61	77.5%	116.8	32.5	F
	Through	547	522	95.4%	60.2	22.1	E
	Right Turn						
	Subtotal	626	583	93.2%	66.2	21.2	E
Total		2,903	2,669	91.9%	54.4	9.2	D

Intersection 44		21st Street/N Street			Signal		
Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	156	134	85.9%	22.2	3.9	C
	Through	1,144	1,173	102.6%	20.9	2.4	C
	Right Turn	58	57	97.9%	17.2	3.1	B
	Subtotal	1,358	1,364	100.4%	20.9	2.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	16	16	97.5%	22.1	8.0	C
	Through	164	153	93.2%	15.7	2.7	B
	Right Turn						
	Subtotal	180	168	93.6%	16.2	3.2	B
WB	Left Turn						
	Through	302	300	99.2%	15.4	2.7	B
	Right Turn	95	98	103.6%	14.8	2.1	B
	Subtotal	397	398	100.3%	15.3	2.3	B
Total		1,935	1,930	99.8%	19.3	1.9	B

Intersection 45                      21st Street/X Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	575	567	98.6%	11.4	1.2	B
	Right Turn	187	184	98.6%	8.4	1.5	A
	Subtotal	762	751	98.6%	10.6	1.1	B
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	307	308	100.3%	10.5	1.1	B
	Right Turn						
	Subtotal	308	308	100.0%	10.5	1.1	B
EB	Left Turn	236	225	95.4%	22.0	5.1	C
	Through	1,537	1,538	100.1%	21.8	4.6	C
	Right Turn	92	101	110.0%	18.8	5.9	B
	Subtotal	1,865	1,865	100.0%	21.7	4.7	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,935	2,924	99.6%	17.7	3.1	B

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions (Split Phase)  
PM Peak Hour

Intersection 46

5th Street/X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	743	630	84.8%	78.8	29.4	E
	Right Turn	61	55	89.8%	26.0	13.4	C
	Subtotal	804	685	85.2%	74.7	28.2	E
SE	Left Turn	367	344	93.8%	63.3	17.3	E
	Through						
	Right Turn	222	207	93.2%	63.6	27.1	E
	Subtotal	589	551	93.6%	63.5	20.1	E
EB	Left Turn	114	106	93.3%	71.3	7.6	E
	Through	684	685	100.1%	61.3	4.8	E
	Right Turn	289	281	97.3%	9.8	2.5	A
	Subtotal	1,087	1,072	98.7%	48.9	5.2	D
SB	Left Turn	296	273	92.3%	48.2	11.5	D
	Through	133	133	100.2%	14.0	1.3	B
	Right Turn						
	Subtotal	429	406	94.7%	37.0	7.6	D
Total		2,909	2,715	93.3%	56.5	6.7	E

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 47                      29th Street/J Street-B-80 off-ramp                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	82	90	109.8%	38.2	8.8	D
	Through	347	348	100.4%	34.8	5.5	C
	Right Turn						
	Subtotal	429	438	102.2%	35.6	5.9	D
EB	Left Turn						
	Through	984	981	99.7%	30.6	6.2	C
	Right Turn	246	241	97.9%	17.4	3.0	B
	Subtotal	1,230	1,222	99.3%	28.0	5.5	C
SW	Left Turn	147	150	102.3%	32.8	5.9	C
	Through	325	330	101.5%	30.5	4.0	C
	Right Turn						
	Subtotal	472	480	101.8%	31.2	4.5	C
Total		2,131	2,140	100.4%	30.4	4.2	C

Intersection 48                      Bus 80 Off-Ramp/29th Street-P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SW	Left Turn	373	369	98.9%	40.5	12.2	D
	Through						
	Right Turn	158	170	107.6%	19.7	4.3	B
	Subtotal	531	539	101.5%	34.3	9.6	C
SB	Left Turn	402	386	95.9%	48.6	17.6	D
	Through	352	359	101.9%	29.7	3.3	C
	Right Turn	83	82	99.3%	10.6	3.0	B
	Subtotal	837	827	98.8%	36.9	10.1	D
WB	Left Turn	99	87	87.7%	27.8	8.4	C
	Through	978	910	93.1%	30.8	9.4	C
	Right Turn						
	Subtotal	1,077	997	92.6%	30.5	9.2	C
Total		2,445	2,363	96.6%	33.8	5.6	C

**Intersection 49**                      **SR 99 on-ramp/Broadway**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	304	296	97.4%	18.9	3.2	B
	Through	356	343	96.4%	18.4	3.2	B
	Right Turn	204	203	99.4%	8.0	1.9	A
	Subtotal	864	842	97.5%	16.1	2.6	B
EB	Left Turn						
	Through	524	488	93.1%	9.1	3.1	A
	Right Turn	328	335	102.2%	5.4	1.3	A
	Subtotal	852	823	96.6%	7.6	2.0	A
WB	Left Turn	262	268	102.1%	48.9	28.0	D
	Through	765	745	97.4%	8.7	1.5	A
	Right Turn						
	Subtotal	1,027	1,013	98.6%	19.7	9.1	B
<b>Total</b>		<b>2,743</b>	<b>2,678</b>	<b>97.6%</b>	<b>14.8</b>	<b>4.1</b>	<b>B</b>

**Intersection 50**                      **30th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	358	361	100.8%	27.5	1.9	C
	Through	524	549	104.7%	28.3	4.8	C
	Right Turn	194	201	103.7%	19.0	5.3	B
	Subtotal	1,076	1,111	103.2%	26.5	3.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	389	368	94.5%	13.2	1.0	B
	Through	824	832	101.0%	14.1	1.2	B
	Right Turn						
	Subtotal	1,213	1,200	98.9%	13.8	1.1	B
WB	Left Turn						
	Through						
	Right Turn	133	130	97.4%	29.0	4.5	C
	Subtotal	133	130	97.4%	29.0	4.5	C
<b>Total</b>		<b>2,422</b>	<b>2,440</b>	<b>100.7%</b>	<b>20.4</b>	<b>1.9</b>	<b>C</b>

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 51                      30th Street/P Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	585	594	101.6%	11.5	1.4	B
	Through	293	316	107.8%	11.8	1.7	B
	Right Turn	70	77	110.3%	10.3	5.1	B
	Subtotal	948	988	104.2%	11.5	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	710	662	93.2%	15.1	1.8	B
	Right Turn						
	Subtotal	710	662	93.2%	15.1	1.8	B
WB	Left Turn						
	Through	865	812	93.9%	11.6	6.3	B
	Right Turn	393	390	99.1%	12.5	4.3	B
	Subtotal	1,258	1,202	95.5%	11.9	5.5	B
Total		2,916	2,852	97.8%	12.6	2.3	B

Intersection 52                      SR 99 off-ramp/Broadway                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	86	84	97.2%	10.1	1.2	B
	Through	39	36	91.3%	9.8	2.1	A
	Right Turn	116	116	99.7%	3.5	0.4	A
	Subtotal	241	235	97.4%	6.8	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	213	196	91.8%	40.3	10.0	D
	Through	615	613	99.6%	5.1	0.5	A
	Right Turn						
	Subtotal	828	808	97.6%	13.8	3.5	B
WB	Left Turn						
	Through	941	931	99.0%	7.4	0.8	A
	Right Turn	1	2	160.0%	0.5	0.9	A
	Subtotal	942	933	99.0%	7.4	0.8	A
Total		2,011	1,976	98.3%	9.9	1.3	A



SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Cumulative Conditions with Improvements  
PM Peak Hour

Intersection 53 Alhambra Boulevard/Stockton Boulevard Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	166	149	89.6%	90.3	35.2	F
	Through	388	388	99.9%	23.8	4.7	C
	Right Turn	63	58	91.4%	17.6	4.2	B
	Subtotal	617	594	96.3%	40.8	12.9	D
SB	Left Turn	83	86	103.1%	53.1	18.0	D
	Through	334	335	100.4%	27.6	4.8	C
	Right Turn	78	76	96.9%	21.9	6.3	C
	Subtotal	495	496	100.3%	31.3	6.0	C
EB	Left Turn	15	9	58.7%	66.0	31.3	E
	Through	761	725	95.3%	17.0	0.8	B
	Right Turn	4	4	110.0%	10.3	14.6	B
	Subtotal	780	738	94.7%	17.6	1.1	B
WB	Left Turn	53	47	88.3%	57.6	23.5	E
	Through	976	958	98.1%	14.8	2.1	B
	Right Turn	170	167	98.1%	14.1	2.3	B
	Subtotal	1,199	1,171	97.7%	16.4	1.8	B
Total		3,091	3,000	97.1%	23.9	2.9	C

Intersection 54 Alhambra Boulevard/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	379	361	95.2%	26.7	17.2	C
	Right Turn	56	53	94.3%	21.7	18.5	C
	Subtotal	435	414	95.1%	26.0	17.4	C
SB	Left Turn	37	37	99.5%	37.2	7.9	D
	Through	354	349	98.5%	32.5	5.3	C
	Right Turn						
	Subtotal	391	386	98.6%	32.9	5.4	C
EB	Left Turn	144	152	105.6%	33.2	28.3	C
	Through	74	82	110.3%	16.6	3.5	B
	Right Turn	159	165	103.9%	9.5	2.5	A
	Subtotal	377	399	105.8%	19.7	11.0	B
WB	Left Turn	109	110	100.6%	34.9	11.7	C
	Through						
	Right Turn	94	90	95.7%	25.7	13.8	C
	Subtotal	203	200	98.3%	30.7	12.4	C
Total		1,406	1,398	99.4%	26.8	8.9	C

**Intersection 55**                      **15th Street/G Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	2	1	60.0%	4.1	8.6	A
	Through	497	520	104.6%	13.8	2.5	B
	Right Turn	22	21	94.5%	9.5	5.6	A
	Subtotal	521	542	104.0%	13.7	2.5	B
EB	Left Turn	3	2	53.3%	7.7	12.5	A
	Through	136	134	98.5%	13.4	2.4	B
	Right Turn	610	614	100.7%	11.9	2.8	B
	Subtotal	749	750	100.1%	12.1	2.7	B
WB	Left Turn	59	62	104.4%	15.1	3.8	B
	Through	156	149	95.4%	9.9	1.4	A
	Right Turn	1	2	200.0%	0.6	1.9	A
	Subtotal	216	212	98.3%	11.3	1.7	B
<b>Total</b>		<b>1,486</b>	<b>1,504</b>	<b>101.2%</b>	<b>12.6</b>	<b>2.0</b>	<b>B</b>

**Intersection 56**                      **15th Street/P Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	837	818	97.7%	7.1	1.2	A
	Right Turn	108	111	103.0%	6.3	1.9	A
	Subtotal	945	929	98.3%	7.0	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	160	166	103.5%	14.8	2.8	B
	Through	735	726	98.8%	14.3	1.8	B
	Right Turn						
	Subtotal	895	892	99.7%	14.4	2.0	B
<b>Total</b>		<b>1,840</b>	<b>1,821</b>	<b>99.0%</b>	<b>10.6</b>	<b>1.5</b>	<b>B</b>

**Intersection 57**                      **15th Street/Q Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	84	76	91.0%	4.3	0.9	A
	Through	903	906	100.3%	3.8	0.9	A
	Right Turn						
	Subtotal	987	982	99.5%	3.8	0.9	A
EB	Left Turn						
	Through	991	1,000	100.9%	19.4	2.8	B
	Right Turn	136	137	100.6%	14.0	2.9	B
	Subtotal	1,127	1,136	100.8%	18.7	2.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,114</b>	<b>2,119</b>	<b>100.2%</b>	<b>11.8</b>	<b>1.8</b>	<b>B</b>

**Intersection 58**                      **19th Street/J Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	124	130	104.8%	24.5	5.0	C
	Through	459	452	98.5%	26.7	4.8	C
	Right Turn						
	Subtotal	583	582	99.8%	26.2	4.5	C
EB	Left Turn	21	20	97.1%	12.7	6.0	B
	Through	857	784	91.4%	12.6	1.0	B
	Right Turn	656	609	92.9%	10.4	0.8	B
	Subtotal	1,534	1,413	92.1%	11.7	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
<b>Total</b>		<b>2,117</b>	<b>1,995</b>	<b>94.2%</b>	<b>15.9</b>	<b>1.5</b>	<b>B</b>

## **APPENDIX G.5:**

Streetcar Conversion Option Intersection

Level of Service (LOS) Calculations

Intersection 2

3rd Street/Capitol Mall

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	3	2	66.7%	11.2	20.6	B
	Through	445	428	96.3%	25.4	2.7	C
	Right Turn	277	248	89.4%	2.4	0.3	A
	Subtotal	725	678	93.5%	17.0	1.6	B
EB	Left Turn						
	Through	836	764	91.4%	22.8	4.6	C
	Right Turn	51	47	92.5%	6.4	3.3	A
	Subtotal	887	812	91.5%	21.8	4.3	C
WB	Left Turn	79	76	96.2%	39.0	6.7	D
	Through	213	193	90.7%	16.2	2.6	B
	Right Turn						
	Subtotal	292	269	92.2%	22.8	2.9	C
Total		1,904	1,759	92.4%	20.1	1.9	C

**Intersection 7**                                      **5th Street/L Street**                                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	93	86	92.5%	33.4	4.4	C
	Through	589	534	90.7%	11.2	1.8	B
	Right Turn						
	Subtotal	682	620	91.0%	14.3	1.8	B
SB	Left Turn						
	Through	475	364	76.6%	28.2	17.3	C
	Right Turn	147	134	91.4%	11.1	10.7	B
	Subtotal	622	498	80.1%	23.6	15.7	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	70	68	97.1%	12.3	9.2	B
	Through	341	331	97.0%	9.1	1.5	A
	Right Turn	88	97	110.0%	6.8	2.4	A
	Subtotal	499	496	99.3%	9.1	2.4	A
Total		1,803	1,614	89.5%	15.4	5.1	B

**Intersection 8**                                      **5th Street/Capitol Mall**                                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	90	90	99.6%	29.7	9.8	C
	Through	336	310	92.3%	19.3	4.7	B
	Right Turn	100	102	102.4%	18.7	6.7	B
	Subtotal	526	502	95.4%	21.0	4.4	C
SB	Left Turn	97	70	71.8%	46.4	24.8	D
	Through	420	328	78.2%	19.3	20.3	B
	Right Turn	17	10	61.2%	9.7	9.8	A
	Subtotal	534	408	76.5%	23.7	18.7	C
EB	Left Turn	359	334	93.0%	33.8	10.1	C
	Through	497	463	93.1%	32.2	12.5	C
	Right Turn	34	34	98.8%	23.8	5.1	C
	Subtotal	890	830	93.3%	32.5	10.6	C
WB	Left Turn	11	13	116.4%	55.2	22.6	E
	Through	82	84	102.0%	29.6	4.3	C
	Right Turn	30	32	105.3%	18.5	5.4	B
	Subtotal	123	128	104.1%	29.6	4.0	C
Total		2,073	1,869	90.1%	26.9	8.2	C

SimTraffic Post-Processor  
Average Results from 10 Runs  
Volume and Delay by Movement

Sacramento Downtown Specific Plan  
Existing Conditions Plus Alternative Plan  
AM Peak Hour

Intersection 16                      8th Street/H Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	317	316	99.8%	10.4	1.3	B
	Right Turn	82	66	81.0%	7.5	2.3	A
	Subtotal	399	383	95.9%	9.8	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	124	122	98.4%	13.8	2.6	B
	Through	444	434	97.7%	14.0	2.0	B
	Right Turn						
	Subtotal	568	556	97.9%	13.9	1.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		967	939	97.1%	12.3	1.2	B

Intersection 17                      8th Street/I Street                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	165	171	103.5%	6.7	1.2	A
	Through	402	393	97.7%	8.3	1.2	A
	Right Turn						
	Subtotal	567	564	99.4%	7.8	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	707	734	103.9%	10.4	1.1	B
	Right Turn	78	72	92.3%	4.4	1.0	A
	Subtotal	785	806	102.7%	9.8	1.1	A
Total		1,352	1,370	101.3%	9.0	0.7	A



Intersection 2

3rd Street/Capitol Mall

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	3	56.0%	8.2	14.5	A
	Through	808	744	92.1%	31.2	2.1	C
	Right Turn	674	589	87.4%	5.4	1.1	A
	Subtotal	1,487	1,336	89.8%	19.8	1.7	B
EB	Left Turn						
	Through	699	704	100.8%	15.3	1.4	B
	Right Turn	321	319	99.3%	7.4	1.6	A
	Subtotal	1,020	1,023	100.3%	12.9	1.1	B
WB	Left Turn	101	81	80.4%	25.5	5.5	C
	Through	566	510	90.2%	10.5	3.3	B
	Right Turn						
	Subtotal	667	592	88.7%	12.6	3.5	B
Total		3,174	2,951	93.0%	16.0	1.0	B



Intersection 16

8th Street/H Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	234	233	99.7%	14.9	3.5	B
	Right Turn	261	261	100.1%	13.8	3.3	B
	Subtotal	495	494	99.9%	14.3	3.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	69	70	102.0%	11.4	2.3	B
	Through	374	386	103.3%	11.4	2.2	B
	Right Turn						
	Subtotal	443	457	103.1%	11.4	2.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		938	951	101.4%	12.9	2.2	B

Intersection 17

8th Street/I Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	354	337	95.3%	17.9	4.0	B
	Through	565	570	100.9%	19.7	3.0	B
	Right Turn						
	Subtotal	919	907	98.7%	19.0	3.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,651	1,658	100.4%	13.9	1.5	B
	Right Turn	20	20	102.0%	7.3	3.3	A
	Subtotal	1,671	1,678	100.4%	13.8	1.5	B
Total		2,590	2,586	99.8%	15.6	1.6	B

Intersection 2

3rd Street/Capitol Mall

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	37	30	81.1%	26.4	8.3	C
	Through	425	385	90.6%	24.4	3.2	C
	Right Turn	1,023	904	88.3%	8.5	1.3	A
	Subtotal	1,485	1,319	88.8%	13.6	1.3	B
EB	Left Turn						
	Through	1,134	1,062	93.7%	37.7	9.1	D
	Right Turn	241	232	96.4%	20.1	7.2	C
	Subtotal	1,375	1,294	94.1%	34.6	8.7	C
WB	Left Turn	83	76	91.1%	42.0	6.5	D
	Through	290	247	85.2%	17.7	1.8	B
	Right Turn						
	Subtotal	373	323	86.5%	23.3	2.1	C
Total		3,233	2,936	90.8%	24.0	3.9	C

**Intersection 7**                      **5th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	228	220	96.3%	37.0	3.2	D
	Through	701	664	94.7%	17.2	2.6	B
	Right Turn						
	Subtotal	929	883	95.1%	22.2	2.2	C
SB	Left Turn						
	Through	453	421	93.0%	34.0	9.8	C
	Right Turn	302	279	92.3%	19.3	7.7	B
	Subtotal	755	700	92.7%	28.2	9.2	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	102.7%	10.8	6.2	B
	Through	681	650	95.4%	9.5	1.3	A
	Right Turn	112	116	103.6%	6.0	1.5	A
	Subtotal	823	796	96.8%	9.0	1.2	A
<b>Total</b>		<b>2,507</b>	<b>2,380</b>	<b>94.9%</b>	<b>19.6</b>	<b>3.3</b>	<b>B</b>

**Intersection 8**                      **5th Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	131	122	92.8%	45.5	16.0	D
	Through	376	356	94.6%	29.2	7.5	C
	Right Turn	100	95	95.2%	26.1	6.7	C
	Subtotal	607	572	94.3%	32.2	8.0	C
SB	Left Turn	57	43	75.1%	51.5	37.6	D
	Through	419	392	93.6%	6.5	2.9	A
	Right Turn	27	28	103.7%	4.5	2.7	A
	Subtotal	503	463	92.0%	10.5	5.5	B
EB	Left Turn	514	512	99.6%	38.1	10.5	D
	Through	645	594	92.0%	27.8	3.1	C
	Right Turn	21	18	85.7%	16.2	7.9	B
	Subtotal	1,180	1,124	95.2%	32.4	5.5	C
WB	Left Turn	14	10	74.3%	49.2	13.6	D
	Through	102	96	94.1%	28.7	3.5	C
	Right Turn	35	34	97.1%	18.2	3.8	B
	Subtotal	151	140	93.0%	27.6	2.4	C
<b>Total</b>		<b>2,441</b>	<b>2,299</b>	<b>94.2%</b>	<b>27.7</b>	<b>4.8</b>	<b>C</b>

Intersection 16

8th Street/H Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	389	382	98.2%	18.5	3.5	B
	Right Turn	93	88	94.6%	16.2	4.8	B
	Subtotal	482	470	97.5%	18.0	3.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	124	125	100.6%	34.5	27.2	C
	Through	690	684	99.1%	34.9	24.2	C
	Right Turn						
	Subtotal	814	809	99.4%	34.8	24.6	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,296	1,279	98.7%	28.6	16.3	C

Intersection 17

8th Street/I Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	441	430	97.5%	10.9	2.9	B
	Through	251	236	94.0%	9.5	2.4	A
	Right Turn						
	Subtotal	692	666	96.2%	10.3	2.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	737	755	102.4%	10.9	1.0	B
	Right Turn	297	297	100.1%	6.1	0.9	A
	Subtotal	1,034	1,052	101.7%	9.5	0.9	A
Total		1,726	1,718	99.5%	9.9	1.2	A



Intersection 2                      3rd Street/Capitol Mall                      Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	822	778	94.7%	28.9	2.3	C
	Right Turn	1,142	1,041	91.2%	10.6	1.1	B
	Subtotal	1,965	1,820	92.6%	18.4	1.3	B
EB	Left Turn						
	Through	1,090	1,062	97.5%	37.0	9.6	D
	Right Turn	689	678	98.5%	30.7	8.9	C
	Subtotal	1,779	1,741	97.9%	34.6	9.1	C
WB	Left Turn	87	71	81.8%	21.0	7.4	C
	Through	556	488	87.8%	12.4	1.8	B
	Right Turn						
	Subtotal	643	560	87.0%	13.6	2.1	B
Total		4,387	4,120	93.9%	24.6	3.9	C

**Intersection 7**                      **5th Street/L Street**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	571	502	88.0%	24.3	4.5	C
	Through	699	643	92.0%	12.6	5.9	B
	Right Turn						
	Subtotal	1,270	1,146	90.2%	17.7	4.7	B
SB	Left Turn						
	Through	391	360	92.1%	48.1	16.8	D
	Right Turn	334	326	97.5%	32.7	16.9	C
	Subtotal	725	686	94.6%	40.8	16.7	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	64	59	92.5%	15.8	4.0	B
	Through	1,312	1,287	98.1%	16.1	1.8	B
	Right Turn	62	64	103.2%	14.0	3.6	B
	Subtotal	1,438	1,410	98.1%	16.0	1.8	B
<b>Total</b>		<b>3,433</b>	<b>3,241</b>	<b>94.4%</b>	<b>21.9</b>	<b>3.7</b>	<b>C</b>

**Intersection 8**                      **5th Street/Capitol Mall**                      **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	160	121	75.5%	79.8	27.8	E
	Through	605	549	90.8%	39.2	6.8	D
	Right Turn	37	30	81.1%	41.6	12.4	D
	Subtotal	802	700	87.3%	46.7	10.6	D
SB	Left Turn	36	31	85.6%	88.6	53.9	F
	Through	459	438	95.3%	20.1	7.9	C
	Right Turn	57	48	84.9%	16.4	8.3	B
	Subtotal	552	517	93.6%	23.7	9.8	C
EB	Left Turn	580	526	90.6%	47.7	13.1	D
	Through	586	552	94.1%	27.5	8.4	C
	Right Turn	23	25	107.8%	24.2	10.7	C
	Subtotal	1,189	1,102	92.7%	37.3	8.6	D
WB	Left Turn	32	30	93.8%	49.7	12.8	D
	Through	286	262	91.7%	56.9	17.0	E
	Right Turn	86	83	96.3%	55.4	19.5	E
	Subtotal	404	375	92.9%	56.1	16.7	E
<b>Total</b>		<b>2,947</b>	<b>2,694</b>	<b>91.4%</b>	<b>39.7</b>	<b>6.3</b>	<b>D</b>

Intersection 16

8th Street/H Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	318	298	93.7%	13.7	1.7	B
	Right Turn	219	209	95.3%	13.7	2.0	B
	Subtotal	537	507	94.4%	13.7	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	55	62	113.5%	31.4	22.7	C
	Through	700	702	100.3%	34.3	20.3	C
	Right Turn						
	Subtotal	755	764	101.2%	34.1	20.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,292	1,271	98.4%	26.2	12.8	C

Intersection 17

8th Street/I Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	642	597	93.0%	30.0	4.4	C
	Through	386	360	93.2%	20.5	3.4	C
	Right Turn						
	Subtotal	1,028	956	93.0%	26.4	4.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,505	1,504	99.9%	19.2	2.0	B
	Right Turn	194	192	98.8%	9.7	2.5	A
	Subtotal	1,699	1,695	99.8%	18.1	1.9	B
Total		2,727	2,652	97.2%	21.1	1.4	C

**APPENDIX G.6:**  
**Existing Freeway Off-**  
**Ramp Queues**

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	B75	NE	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	T	LR	R
Maximum Queue (ft)	432	446	435	501	27	36	70	142	87	14	671	586
Average Queue (ft)	320	336	323	370	9	11	26	90	48	4	390	417
95th Queue (ft)	482	497	483	544	28	35	72	153	95	35	719	650
Link Distance (ft)	606	606	606	606	370	370	98	98	98	412	1670	1670
Upstream Blk Time (%)	0	0		0			0	16	2		0	
Queuing Penalty (veh)	0	0		2			0	0	0		0	
Storage Bay Dist (ft)												
Storage Blk Time (%)												3
Queuing Penalty (veh)												28

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE
Directions Served	R>
Maximum Queue (ft)	355
Average Queue (ft)	330
95th Queue (ft)	403
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	19
Queuing Penalty (veh)	87

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	TR	UL	T	T	LT	T	T	R
Maximum Queue (ft)	255	301	107	65	75	210	170	200	144
Average Queue (ft)	160	211	66	35	43	139	123	137	84
95th Queue (ft)	261	314	116	74	82	211	183	202	137
Link Distance (ft)	299	299		335	335	329	329	329	329
Upstream Blk Time (%)	0	1							
Queuing Penalty (veh)	1	4							
Storage Bay Dist (ft)			100						
Storage Blk Time (%)	6		5						
Queuing Penalty (veh)	0		3						

## Queuing and Blocking Report Existing Conditions

4/5/2017

### Intersection: 3: 3rd St & P St

Movement	WB	WB	SB	SB	SB
Directions Served	LT	T	T	TR	R
Maximum Queue (ft)	27	8	110	88	32
Average Queue (ft)	6	2	74	51	10
95th Queue (ft)	34	15	115	88	35
Link Distance (ft)	263	263	435	435	435
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

### Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	303	406	265	212	156	116	39
Average Queue (ft)	208	273	162	113	102	61	8
95th Queue (ft)	315	410	277	216	157	118	36
Link Distance (ft)	692	692	692	692	402	402	402
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

### Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB
Directions Served	LT	TR	<LT	T
Maximum Queue (ft)	107	66	15	7
Average Queue (ft)	55	43	3	1
95th Queue (ft)	107	73	22	14
Link Distance (ft)	73	73	7	7
Upstream Blk Time (%)	3	1	1	0
Queuing Penalty (veh)	5	1	2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	<	<L	LT	T	T	T	TR	R>
Maximum Queue (ft)	78	139	162	144	172	86	111	32
Average Queue (ft)	40	87	122	104	101	39	56	9
95th Queue (ft)	88	146	168	151	171	85	112	32
Link Distance (ft)	347	347	347	347	512	512	512	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								150
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	236	181	74	102	143	125	86	204	172
Average Queue (ft)	166	120	31	45	96	84	47	143	82
95th Queue (ft)	241	182	77	101	148	133	92	210	175
Link Distance (ft)	316	316	316		298	298	298	463	463
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)				200					
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 32: Broadway & 15th St

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	LR	R
Maximum Queue (ft)	128	103	179	167	118	146	97
Average Queue (ft)	85	52	138	115	81	105	49
95th Queue (ft)	142	103	195	170	127	154	94
Link Distance (ft)	311	311	353	353	168	168	168
Upstream Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							



Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 36: 16th St & N St

Movement	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	104	50	229	195	132
Average Queue (ft)	51	15	179	123	69
95th Queue (ft)	101	51	240	213	132
Link Distance (ft)	158	158	432	432	432
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	278	211	140	157	198	195	187	233	359	293
Average Queue (ft)	201	155	78	69	146	149	146	144	251	191
95th Queue (ft)	291	227	142	155	205	202	192	238	367	307
Link Distance (ft)	390	390	390		311	311	311	555	555	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150						300
Storage Blk Time (%)				0	6			3		0
Queuing Penalty (veh)				0	7			8		0

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	<	<L	LT	T	T	T	TR>
Maximum Queue (ft)	111	172	212	185	78	107	160
Average Queue (ft)	36	94	130	110	45	53	107
95th Queue (ft)	105	179	215	186	84	110	165
Link Distance (ft)		337	337	337	314	314	314
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	175						
Storage Blk Time (%)		0					
Queuing Penalty (veh)		1					

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	122	111	88	226	159	78
Average Queue (ft)	75	73	53	152	89	40
95th Queue (ft)	121	119	99	228	167	85
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	<	L	LR
Maximum Queue (ft)	91	28	25	153	89	50	221	186
Average Queue (ft)	61	7	8	97	35	32	154	114
95th Queue (ft)	103	30	27	160	86	66	229	198
Link Distance (ft)	412	412	412	339	339		494	494
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						5		67
Queuing Penalty (veh)						8		49

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	161	174	173	174	100	2	74	332	234
Average Queue (ft)	104	121	98	109	23	0	73	236	155
95th Queue (ft)	166	183	197	176	86	3	76	353	256
Link Distance (ft)	526	526	526	372	372	372		738	738
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							25		
Storage Blk Time (%)							56		44
Queuing Penalty (veh)							133		154

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	L	T	T	T	T	TR	L	LR	R
Maximum Queue (ft)	22	87	99	158	80	63	234	224	148
Average Queue (ft)	9	48	54	102	28	33	168	155	47
95th Queue (ft)	27	91	94	163	91	67	239	229	132
Link Distance (ft)	287	287	287	303	303	303	481	481	481
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 49: SR 99 & Broadway

Movement	WB
Directions Served	L
Maximum Queue (ft)	80
Average Queue (ft)	44
95th Queue (ft)	78
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	EB	EB	WB	NB	NB	NB
Directions Served	<	<L	T	T	R>	L	LT	TR
Maximum Queue (ft)	82	142	224	228	134	124	128	88
Average Queue (ft)	47	81	177	164	76	81	82	47
95th Queue (ft)	83	150	247	233	133	133	136	88
Link Distance (ft)	307	307	307	307	365	348	348	348
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	B75	B75	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	T	T	LR
Maximum Queue (ft)	206	241	561	632	60	75	95	169	166	59	254	183
Average Queue (ft)	134	166	360	591	26	36	46	132	116	13	106	121
95th Queue (ft)	216	253	637	708	68	78	100	180	175	91	271	192
Link Distance (ft)	589	589	589	589	382	382	96	96	96	424	424	1176
Upstream Blk Time (%)			0	44			1	30	24			
Queuing Penalty (veh)			0	164			0	0	0			
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE	NE
Directions Served	R	R>
Maximum Queue (ft)	150	102
Average Queue (ft)	73	54
95th Queue (ft)	151	105
Link Distance (ft)	1176	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		330
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	B485	B485	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	TR	T	T	UL	T	T	LT	T	T	R
Maximum Queue (ft)	281	369	17	85	148	201	132	209	206	183	344
Average Queue (ft)	130	275	1	19	106	85	64	154	154	132	265
95th Queue (ft)	261	403	20	88	178	227	184	227	220	197	412
Link Distance (ft)	299	299	171	171		335	335	329	329	329	329
Upstream Blk Time (%)	0	11		0		0					10
Queuing Penalty (veh)	0	49		1		0					44
Storage Bay Dist (ft)					100						
Storage Blk Time (%)	1				28	0					
Queuing Penalty (veh)	0				60	0					

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	285	307	288	400	437	410
Average Queue (ft)	228	244	228	289	324	293
95th Queue (ft)	304	322	313	476	499	478
Link Distance (ft)	263	263	263	502	502	502
Upstream Blk Time (%)	4	7	4	3	6	3
Queuing Penalty (veh)	28	47	25	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	63	97	42	64	54	38	25
Average Queue (ft)	37	66	18	35	24	18	8
95th Queue (ft)	67	110	47	66	59	46	28
Link Distance (ft)	337	337	337	337	403	403	403
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB
Directions Served	LT	TR	<LT
Maximum Queue (ft)	162	66	3
Average Queue (ft)	104	37	0
95th Queue (ft)	171	72	6
Link Distance (ft)	95	95	3
Upstream Blk Time (%)	8	0	0
Queuing Penalty (veh)	20	1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	<	<L	LT	T	T	T	TR	R>
Maximum Queue (ft)	91	147	155	136	706	674	472	156
Average Queue (ft)	51	88	99	89	416	334	200	67
95th Queue (ft)	101	158	168	148	734	701	498	155
Link Distance (ft)	347	347	347	347	859	859	859	
Upstream Blk Time (%)		0			2	1	0	
Queuing Penalty (veh)		0			0	0	0	
Storage Bay Dist (ft)								150
Storage Blk Time (%)							3	0
Queuing Penalty (veh)							9	1

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	343	276	194	297	330	317	243	228	213
Average Queue (ft)	254	209	110	239	267	258	129	157	120
95th Queue (ft)	357	295	218	324	353	342	253	236	212
Link Distance (ft)	396	396	396		298	298	298	451	451
Upstream Blk Time (%)	0			0	5	9	0		
Queuing Penalty (veh)	0			0	27	48	0		
Storage Bay Dist (ft)				200					
Storage Blk Time (%)				31	50				
Queuing Penalty (veh)				202	186				

Intersection: 32: Broadway & 15th St

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	LR	R
Maximum Queue (ft)	164	160	199	182	197	234	135
Average Queue (ft)	100	93	145	134	152	199	86
95th Queue (ft)	167	167	206	193	204	243	138
Link Distance (ft)	311	311	352	352	171	171	171
Upstream Blk Time (%)		0			3	17	0
Queuing Penalty (veh)		0			9	56	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 36: 16th St & N St

Movement	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	115	95	272	240	135
Average Queue (ft)	65	42	204	159	76
95th Queue (ft)	122	99	288	253	139
Link Distance (ft)	174	174	431	431	431
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	1			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	334	268	178	85	134	109	104	368	333	281
Average Queue (ft)	243	189	113	42	87	73	61	274	254	181
95th Queue (ft)	354	275	201	94	140	118	106	408	370	316
Link Distance (ft)	390	390	390		317	317	317	555	555	
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)				150						300
Storage Blk Time (%)					0				3	0
Queuing Penalty (veh)					0				5	0

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	<	<L	LT	T	T	T	TR>
Maximum Queue (ft)	222	323	331	306	72	87	127
Average Queue (ft)	71	235	239	210	37	46	85
95th Queue (ft)	215	346	340	305	75	98	140
Link Distance (ft)		337	337	337	314	314	314
Upstream Blk Time (%)		0	0	0			
Queuing Penalty (veh)		2	2	1			
Storage Bay Dist (ft)	175						
Storage Blk Time (%)	0	5					
Queuing Penalty (veh)	0	8					

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	156	176	160	193	131	109
Average Queue (ft)	110	125	110	130	70	61
95th Queue (ft)	165	184	166	200	134	111
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	<	L	LR
Maximum Queue (ft)	260	215	40	228	54	50	232	215
Average Queue (ft)	175	96	8	152	30	43	159	134
95th Queue (ft)	266	229	35	264	57	63	246	222
Link Distance (ft)	475	475	475	352	352		467	467
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						7	63	
Queuing Penalty (veh)						10	107	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	256	306	303	193	137	7	74	243	184
Average Queue (ft)	135	192	187	134	57	1	69	152	77
95th Queue (ft)	249	292	299	200	153	7	86	255	197
Link Distance (ft)	520	520	520	382	382	382		591	591
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							25		
Storage Blk Time (%)							53	53	
Queuing Penalty (veh)							71	100	



Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	L	T	T	T	T	TR	L	LR	R
Maximum Queue (ft)	44	93	92	164	115	46	171	158	89
Average Queue (ft)	17	54	56	116	43	24	109	93	20
95th Queue (ft)	43	96	99	180	118	49	171	159	81
Link Distance (ft)	297	297	297	298	298	298	376	376	376
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 49: SR 99 & Broadway

Movement	WB
Directions Served	L
Maximum Queue (ft)	94
Average Queue (ft)	56
95th Queue (ft)	104
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	EB	EB	WB	NB	NB	NB
Directions Served	<	<L	T	T	R>	L	LT	TR
Maximum Queue (ft)	72	173	266	256	193	163	254	191
Average Queue (ft)	46	114	199	188	120	116	165	112
95th Queue (ft)	75	177	279	272	204	171	260	206
Link Distance (ft)	314	314	314	314	367	368	368	368
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			1	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

**APPENDIX G.7:**  
**Existing Plus DSP Freeway**  
Off-Ramp Queues

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	NE	NE	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	LR	R	R>
Maximum Queue (ft)	528	522	465	448	40	54	92	96	82	664	733	354
Average Queue (ft)	337	334	287	294	14	22	53	59	46	404	469	324
95th Queue (ft)	553	529	454	442	44	57	101	101	90	775	852	402
Link Distance (ft)	609	609	609	609	382	382	101	101	101	956	956	
Upstream Blk Time (%)	1	1	1	1			2	1	1	0	3	
Queuing Penalty (veh)	5	3	3	3			0	0	0	2	23	
Storage Bay Dist (ft)												330
Storage Blk Time (%)											5	32
Queuing Penalty (veh)											40	111

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	UL	T	T	LT	T	R
Maximum Queue (ft)	145	223	255	151	91	76	90	176	177	34
Average Queue (ft)	75	140	176	57	50	40	45	122	129	6
95th Queue (ft)	150	238	263	160	94	82	94	186	188	40
Link Distance (ft)		310	310			325	325	323	323	323
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)	150			150	100					
Storage Blk Time (%)	2	5	14	0	2	0				
Queuing Penalty (veh)	6	4	7	0	2	0				

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	50	33	3	85	127	62
Average Queue (ft)	26	6	0	45	79	18
95th Queue (ft)	58	29	7	89	129	65
Link Distance (ft)	263	263	263	435	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	48	26	6	76	135	43
Average Queue (ft)	24	4	1	36	83	17
95th Queue (ft)	55	21	11	76	133	52
Link Distance (ft)	263	263	263	435	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	T	TR	R	L	T	T
Maximum Queue (ft)	264	310	207	218	42	142	81	77
Average Queue (ft)	175	234	139	140	14	76	50	32
95th Queue (ft)	279	323	216	246	44	144	81	77
Link Distance (ft)	473	473	473	473	368	403	403	403
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	<L	T	T	TR>
Maximum Queue (ft)	130	78	28	26	162	128
Average Queue (ft)	77	42	7	8	98	70
95th Queue (ft)	138	78	26	29	174	138
Link Distance (ft)	86	86	29	29	581	
Upstream Blk Time (%)	7	1	7	7		
Queuing Penalty (veh)	10	1	12	12		
Storage Bay Dist (ft)						200
Storage Blk Time (%)					0	
Queuing Penalty (veh)					1	

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB
Directions Served	<	<L	LT	T	T	TR	R>
Maximum Queue (ft)	117	143	181	182	200	108	27
Average Queue (ft)	69	89	137	141	122	53	7
95th Queue (ft)	124	153	188	193	220	111	28
Link Distance (ft)	347	347	347	347	815	815	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							150
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	T	T	L	LR
Maximum Queue (ft)	227	203	144	222	232	121	213	176
Average Queue (ft)	164	136	70	189	157	51	156	114
95th Queue (ft)	244	209	144	264	395	126	224	193
Link Distance (ft)	452	452	452		315	315	616	616
Upstream Blk Time (%)					10	0		
Queuing Penalty (veh)					29	0		
Storage Bay Dist (ft)				200				
Storage Blk Time (%)				25				
Queuing Penalty (veh)				22				

Intersection: 32: Broadway & 15th St

Movement	EB	WB	SB	SB
Directions Served	T	T	L	R
Maximum Queue (ft)	208	275	141	121
Average Queue (ft)	124	194	80	61
95th Queue (ft)	215	284	145	117
Link Distance (ft)	313	361	181	181
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 36: 16th St & N St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	216	181	252	223
Average Queue (ft)	146	110	184	147
95th Queue (ft)	228	189	265	248
Link Distance (ft)	158	240	444	444
Upstream Blk Time (%)	8	0		
Queuing Penalty (veh)	27	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	T	T	L	LR	R
Maximum Queue (ft)	297	235	138	174	256	260	295	326	272
Average Queue (ft)	215	168	68	110	195	202	191	246	177
95th Queue (ft)	304	252	146	211	265	267	297	344	287
Link Distance (ft)	392	392	392		330	330	573	573	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)				150					300
Storage Blk Time (%)				1	17		2	0	
Queuing Penalty (veh)				3	33		5	0	

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB
Directions Served	<	<L	LT	TR	T	TR>
Maximum Queue (ft)	67	237	251	239	220	235
Average Queue (ft)	23	122	171	171	145	168
95th Queue (ft)	80	257	264	242	220	247
Link Distance (ft)		325	325	325	325	325
Upstream Blk Time (%)		0	0	0		0
Queuing Penalty (veh)		0	0	0		0
Storage Bay Dist (ft)	175					
Storage Blk Time (%)		1				
Queuing Penalty (veh)		1				

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	131	120	104	187	142	90
Average Queue (ft)	85	77	63	121	75	40
95th Queue (ft)	132	123	110	188	147	86
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	R	T	TR	LT	T	<	L	LR
Maximum Queue (ft)	76	25	28	110	154	94	47	51	224	178
Average Queue (ft)	44	6	7	69	89	66	17	39	151	105
95th Queue (ft)	82	29	28	116	158	98	50	65	229	187
Link Distance (ft)	485	485		819	819	260	260		498	498
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			150					25		
Storage Blk Time (%)								39	66	
Queuing Penalty (veh)								72	53	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	278	231	136	57	2	75	348	259
Average Queue (ft)	199	134	90	14	0	71	237	138
95th Queue (ft)	297	246	142	59	2	84	394	281
Link Distance (ft)	526	526	372	372	372		526	526
Upstream Blk Time (%)							0	
Queuing Penalty (veh)							0	
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						57	37	
Queuing Penalty (veh)						106	136	

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	LT	T	LT	T	TR	<L	LR	R
Maximum Queue (ft)	151	159	317	254	61	402	320	152
Average Queue (ft)	98	96	230	137	28	289	198	54
95th Queue (ft)	163	163	352	295	64	439	337	142
Link Distance (ft)	303	303	432	432	432	641	641	641
Upstream Blk Time (%)			0					
Queuing Penalty (veh)			0					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: SR 99 & Broadway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	TR	L	T	T	LT	TR
Maximum Queue (ft)	126	86	144	142	121	37	57
Average Queue (ft)	77	51	82	97	77	19	33
95th Queue (ft)	131	93	143	144	123	47	63
Link Distance (ft)	344	344		388	388	332	332
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			180				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	WB	NB	NB	NB
Directions Served	<LT	T	R>	L	LT	TR
Maximum Queue (ft)	310	278	116	126	136	115
Average Queue (ft)	270	230	75	85	83	61
95th Queue (ft)	328	293	121	134	138	122
Link Distance (ft)	320	320	365	348	348	348
Upstream Blk Time (%)	1	0				
Queuing Penalty (veh)	2	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						



Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	B75	NE	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	T	LR	R
Maximum Queue (ft)	197	212	253	397	54	64	100	184	148	168	110	106
Average Queue (ft)	102	124	152	290	25	29	54	146	106	62	65	67
95th Queue (ft)	195	214	256	413	59	66	101	204	161	165	116	119
Link Distance (ft)	572	572	572	572	382	382	103	103	103	144	946	946
Upstream Blk Time (%)							2	26	14	2		
Queuing Penalty (veh)							3	53	29	7		
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE
Directions Served	R>
Maximum Queue (ft)	116
Average Queue (ft)	58
95th Queue (ft)	124
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	UL	T	TR	LT	T	R
Maximum Queue (ft)	32	170	207	155	92	94	93	271	277	203
Average Queue (ft)	11	102	133	89	57	65	58	215	219	98
95th Queue (ft)	34	176	212	173	100	103	99	289	289	215
Link Distance (ft)		310	310			325	325	323	323	323
Upstream Blk Time (%)								0	0	
Queuing Penalty (veh)								2	1	
Storage Bay Dist (ft)	150			150	100					
Storage Blk Time (%)		1	4	1	1	1				
Queuing Penalty (veh)		0	13	2	4	1				

Queuing and Blocking Report  
Existing Conditions

4/17/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	322	330	326	638	647	576
Average Queue (ft)	273	285	279	472	518	434
95th Queue (ft)	355	362	367	745	735	649
Link Distance (ft)	263	263	263	741	741	741
Upstream Blk Time (%)	25	34	28	3	0	
Queuing Penalty (veh)	168	230	186	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	T	TR	R	L	T	T
Maximum Queue (ft)	74	87	36	61	47	56	77	72
Average Queue (ft)	41	58	12	37	29	32	45	38
95th Queue (ft)	86	95	38	71	55	66	81	78
Link Distance (ft)	344	344	344	344	367	404	404	404
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	<L	T	T	TR>
Maximum Queue (ft)	191	85	23	9	354	221
Average Queue (ft)	129	45	5	2	240	176
95th Queue (ft)	204	89	22	12	428	265
Link Distance (ft)	111	111	17	17	692	
Upstream Blk Time (%)	11	0	7	3		
Queuing Penalty (veh)	24	0	8	3		
Storage Bay Dist (ft)						200
Storage Blk Time (%)					14	7
Queuing Penalty (veh)					40	19

Queuing and Blocking Report  
Existing Conditions

4/17/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB
Directions Served	<	L	LT	T	T	TR	R>
Maximum Queue (ft)	348	200	212	186	1024	976	175
Average Queue (ft)	252	157	168	143	662	569	131
95th Queue (ft)	410	220	218	194	1155	1105	215
Link Distance (ft)	347	347	347	347	1109	1109	
Upstream Blk Time (%)	7				11	2	
Queuing Penalty (veh)	29				72	15	
Storage Bay Dist (ft)							150
Storage Blk Time (%)						11	1
Queuing Penalty (veh)						26	9

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	T	T	L	LR
Maximum Queue (ft)	426	377	290	225	350	184	253	256
Average Queue (ft)	340	291	206	223	333	109	166	184
95th Queue (ft)	470	423	362	233	390	194	264	272
Link Distance (ft)	408	408	408		317	317	464	464
Upstream Blk Time (%)	11	6	4		30	0		
Queuing Penalty (veh)	0	0	0		196	1		
Storage Bay Dist (ft)				200				
Storage Blk Time (%)				53	6			
Queuing Penalty (veh)				173	38			

Intersection: 32: Broadway & 15th St

Movement	EB	WB	SB	SB
Directions Served	T	T	L	R
Maximum Queue (ft)	325	312	254	199
Average Queue (ft)	198	234	215	126
95th Queue (ft)	340	328	292	202
Link Distance (ft)	446	360	184	184
Upstream Blk Time (%)		0	22	2
Queuing Penalty (veh)		0	87	7
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

4/17/2017

Intersection: 36: 16th St & N St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	248	194	366	318
Average Queue (ft)	179	122	260	211
95th Queue (ft)	287	212	416	357
Link Distance (ft)	180	240	475	475
Upstream Blk Time (%)	25	1	1	1
Queuing Penalty (veh)	107	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	T	T	L	LR	R
Maximum Queue (ft)	261	396	432	87	176	174	143	434	306
Average Queue (ft)	140	248	313	38	120	128	80	291	183
95th Queue (ft)	311	437	495	92	184	185	148	450	346
Link Distance (ft)	773	773	773		335	335	573	573	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)				150					300
Storage Blk Time (%)					3			10	0
Queuing Penalty (veh)					4			14	1

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB
Directions Served	<	L	LT	TR	T	TR>
Maximum Queue (ft)	59	127	182	228	92	145
Average Queue (ft)	24	66	110	124	54	83
95th Queue (ft)	60	134	193	226	96	139
Link Distance (ft)		320	320	320	325	325
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			1	1		
Storage Bay Dist (ft)	175					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
Existing Conditions

4/17/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	176	170	158	154	109	115
Average Queue (ft)	125	120	107	97	56	71
95th Queue (ft)	183	173	166	162	109	128
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	T	R	T	TR	LT	T	<	L	LR
Maximum Queue (ft)	262	212	44	19	553	418	184	96	52	251	211
Average Queue (ft)	200	138	10	6	345	193	132	37	46	172	125
95th Queue (ft)	279	251	57	20	692	632	200	91	62	255	212
Link Distance (ft)	474	474	474		1403	1403	231	231		485	485
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)				150					25		
Storage Blk Time (%)									51	58	
Queuing Penalty (veh)									78	99	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	354	335	200	153	15	51	250	200
Average Queue (ft)	263	246	145	65	4	45	172	98
95th Queue (ft)	396	384	211	166	16	62	259	204
Link Distance (ft)	310	310	382	382	382		393	393
Upstream Blk Time (%)	11	9						
Queuing Penalty (veh)	62	51						
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						48	56	
Queuing Penalty (veh)						66	104	

Queuing and Blocking Report  
Existing Conditions

4/17/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	LT	T	LT	T	TR	<L	LR	R
Maximum Queue (ft)	169	174	476	400	92	265	131	52
Average Queue (ft)	106	104	322	220	33	180	78	18
95th Queue (ft)	186	188	535	458	88	311	137	55
Link Distance (ft)	312	312	616	616	616	681	681	681
Upstream Blk Time (%)			1	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: SR 99 & Broadway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	TR	L	T	T	LT	TR
Maximum Queue (ft)	95	142	167	129	104	80	91
Average Queue (ft)	66	81	103	80	60	45	58
95th Queue (ft)	101	150	174	138	106	83	95
Link Distance (ft)	500	500		387	387	328	328
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			180				
Storage Blk Time (%)			2				
Queuing Penalty (veh)			7				

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	WB	NB	NB	NB
Directions Served	<LT	T	R>	L	LT	TR
Maximum Queue (ft)	322	330	186	184	230	177
Average Queue (ft)	275	256	123	124	165	109
95th Queue (ft)	353	349	210	190	238	193
Link Distance (ft)	315	315	367	370	370	370
Upstream Blk Time (%)	2	1				
Queuing Penalty (veh)	10	8				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**APPENDIX G.8:**  
**Cumulative Freeway Off-**  
**Ramp Queues**

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	B299	B299	NB	NB	SB	SB	SB	B75
Directions Served	LT	T	T	TR	T	T	R	R	L	LT	T	T
Maximum Queue (ft)	341	362	462	589	166	549	35	37	91	149	147	51
Average Queue (ft)	250	266	322	461	32	77	11	10	41	101	97	11
95th Queue (ft)	372	380	517	650	201	530	35	36	95	161	152	55
Link Distance (ft)	578	578	578	578	2078	2078	374	374	100	100	100	412
Upstream Blk Time (%)			0	7		0			0	16	15	
Queuing Penalty (veh)			0	0		0			0	0	0	
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE	NE	NE	B1047	B1047
Directions Served	LR	R	R>	T	T
Maximum Queue (ft)	735	769	355	31	113
Average Queue (ft)	549	568	341	14	28
95th Queue (ft)	888	909	400	104	209
Link Distance (ft)	940	940		751	751
Upstream Blk Time (%)	2	4			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			330		
Storage Blk Time (%)		10	30		
Queuing Penalty (veh)		97	145		

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	B485	B485	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	T	T	UL	T	TR	LT	T	R
Maximum Queue (ft)	108	349	391	175	70	174	135	94	94	274	268	246
Average Queue (ft)	31	253	326	165	14	48	74	57	56	194	202	101
95th Queue (ft)	108	381	446	214	86	174	136	106	106	271	277	265
Link Distance (ft)		313	313		193	193		325	325	329	329	329
Upstream Blk Time (%)		3	13		0	2				0	0	0
Queuing Penalty (veh)		22	89		0	12				0	0	2
Storage Bay Dist (ft)	150			150			100					
Storage Blk Time (%)	0	20	30	1			7	2				
Queuing Penalty (veh)	0	4	129	6			9	1				



Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	60	16	38	124	87	32
Average Queue (ft)	22	3	13	67	59	15
95th Queue (ft)	64	22	42	121	96	42
Link Distance (ft)	263	263	263	435	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	290	341	243	256	196	140	64
Average Queue (ft)	206	262	163	139	135	76	19
95th Queue (ft)	291	347	266	257	209	147	61
Link Distance (ft)	826	826	826	826	402	402	402
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB
Directions Served	LT	TR	<LT	T
Maximum Queue (ft)	165	161	42	33
Average Queue (ft)	129	105	27	16
95th Queue (ft)	188	169	48	40
Link Distance (ft)	81	81	24	24
Upstream Blk Time (%)	24	13	24	15
Queuing Penalty (veh)	97	52	113	71
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	<	<L	LT	T	T	T	TR	R>
Maximum Queue (ft)	107	237	270	264	261	180	89	31
Average Queue (ft)	43	167	228	222	174	62	56	14
95th Queue (ft)	113	252	278	276	279	170	99	38
Link Distance (ft)	347	347	347	347	512	512	512	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)							150	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	357	286	212	121	155	99	76	278	253
Average Queue (ft)	268	219	122	75	106	59	37	202	166
95th Queue (ft)	400	331	251	128	157	101	77	292	279
Link Distance (ft)	377	377	377		298	298	298	866	866
Upstream Blk Time (%)	2	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)				200					
Storage Blk Time (%)					0				
Queuing Penalty (veh)					0				

Intersection: 32: Broadway & 15th St

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	LR	R
Maximum Queue (ft)	178	94	211	199	119	137	70
Average Queue (ft)	104	46	154	135	71	92	39
95th Queue (ft)	183	104	213	206	122	145	77
Link Distance (ft)	311	311	353	353	168	168	168
Upstream Blk Time (%)	0					0	
Queuing Penalty (veh)	0					0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 36: 16th St & N St

Movement	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	125	42	248	208	140
Average Queue (ft)	55	7	192	140	69
95th Queue (ft)	116	43	258	227	133
Link Distance (ft)	158	158	432	432	432
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	1				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	407	358	292	170	227	219	204	302	325	281
Average Queue (ft)	349	282	196	95	174	169	165	211	242	186
95th Queue (ft)	449	380	306	179	235	221	215	313	342	316
Link Distance (ft)	390	390	390		311	311	311	762	762	
Upstream Blk Time (%)	8	0	0		0					
Queuing Penalty (veh)	0	0	0		0					
Storage Bay Dist (ft)				150						300
Storage Blk Time (%)				0	13			1	0	
Queuing Penalty (veh)				0	18			3	0	

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	<	<L	LT	T	T	T	TR>
Maximum Queue (ft)	192	356	374	347	88	132	186
Average Queue (ft)	104	282	297	269	53	78	133
95th Queue (ft)	223	400	413	387	94	134	190
Link Distance (ft)		337	337	337	314	314	314
Upstream Blk Time (%)		4	5	2			
Queuing Penalty (veh)		23	32	16			
Storage Bay Dist (ft)	175						
Storage Blk Time (%)	0	10					
Queuing Penalty (veh)	0	19					

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	134	134	125	250	233	89
Average Queue (ft)	90	90	79	178	150	47
95th Queue (ft)	140	137	132	269	251	89
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)				1	0	
Queuing Penalty (veh)				0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	<	L	LR
Maximum Queue (ft)	246	187	113	918	868	50	230	198
Average Queue (ft)	169	91	68	674	618	30	167	136
95th Queue (ft)	262	202	116	1050	1023	65	252	217
Link Distance (ft)	413	413	413	1261	1261		670	670
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						4	70	
Queuing Penalty (veh)						8	46	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	155	190	256	179	130	4	75	333	258
Average Queue (ft)	96	135	153	123	39	1	72	237	157
95th Queue (ft)	162	201	274	187	115	6	82	378	282
Link Distance (ft)	526	526	526	372	372	372		683	683
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							25		
Storage Blk Time (%)							53	43	
Queuing Penalty (veh)							116	156	

Queuing and Blocking Report  
Existing Conditions

04/19/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	L	T	T	T	T	TR	L	LR	R
Maximum Queue (ft)	52	112	118	167	103	71	228	239	155
Average Queue (ft)	16	66	70	117	35	41	163	160	68
95th Queue (ft)	55	118	121	180	101	76	233	244	169
Link Distance (ft)	287	287	287	303	303	303	574	574	574
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 49: SR 99 & Broadway

Movement	WB
Directions Served	L
Maximum Queue (ft)	86
Average Queue (ft)	46
95th Queue (ft)	88
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	EB	EB	WB	NB	NB	NB
Directions Served	<	<L	T	T	R>	L	LT	TR
Maximum Queue (ft)	72	126	227	216	161	150	133	126
Average Queue (ft)	47	77	183	166	101	92	91	71
95th Queue (ft)	80	134	241	229	174	147	141	133
Link Distance (ft)	307	307	307	307	365	348	348	348
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	B299	B299	NB	NB	SB	SB	SB	B75
Directions Served	LT	T	T	TR	T	T	R	R	L	LT	T	T
Maximum Queue (ft)	170	180	480	585	198	276	59	53	106	170	179	244
Average Queue (ft)	111	118	285	456	49	70	22	24	48	128	154	72
95th Queue (ft)	182	186	553	645	324	406	57	59	108	181	199	291
Link Distance (ft)	546	546	546	546	1375	1375	373	373	99	99	99	424
Upstream Blk Time (%)			0	9		0			2	36	50	1
Queuing Penalty (veh)			0	0		0			0	0	0	0
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	B75	NE	NE	NE
Directions Served	T	LR	R	R>
Maximum Queue (ft)	380	224	202	168
Average Queue (ft)	252	160	139	116
95th Queue (ft)	467	240	211	172
Link Distance (ft)	424	966	966	
Upstream Blk Time (%)	6			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				330
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	B485	B485	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	T	T	UL	T	TR	LT	T	R
Maximum Queue (ft)	100	281	411	175	96	247	124	133	98	313	326	351
Average Queue (ft)	31	181	376	174	21	171	77	80	63	237	246	258
95th Queue (ft)	95	303	450	181	107	326	136	135	105	347	351	411
Link Distance (ft)		310	310		171	171		325	325	329	329	329
Upstream Blk Time (%)		1	33		0	16				2	2	3
Queuing Penalty (veh)		5	295		0	139				18	16	25
Storage Bay Dist (ft)	150			150			100					
Storage Blk Time (%)		6	13	37			6	1				
Queuing Penalty (veh)		3	111	163			14	2				

Queuing and Blocking Report  
Existing Conditions

4/12/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	307	315	317	380	412	397
Average Queue (ft)	254	262	241	252	278	269
95th Queue (ft)	322	331	340	420	452	446
Link Distance (ft)	263	263	263	746	746	746
Upstream Blk Time (%)	9	13	9			
Queuing Penalty (veh)	67	96	67			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	98	155	37	106	88	79	62
Average Queue (ft)	43	110	16	61	56	47	32
95th Queue (ft)	99	160	44	99	91	83	69
Link Distance (ft)	759	759	759	759	403	403	403
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB
Directions Served	LT	TR	<LT
Maximum Queue (ft)	205	133	27
Average Queue (ft)	177	94	4
95th Queue (ft)	233	143	19
Link Distance (ft)	95	95	3
Upstream Blk Time (%)	28	6	3
Queuing Penalty (veh)	124	25	10
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
Existing Conditions

4/12/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	<	<L	LT	T	T	T	TR	R>
Maximum Queue (ft)	76	184	225	213	690	643	559	166
Average Queue (ft)	29	139	168	155	528	467	319	97
95th Queue (ft)	81	192	228	225	829	803	714	184
Link Distance (ft)	347	347	347	347	859	859	859	
Upstream Blk Time (%)					7	4	2	
Queuing Penalty (veh)					0	0	0	
Storage Bay Dist (ft)								150
Storage Blk Time (%)							6	1
Queuing Penalty (veh)							18	5

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	438	373	267	248	256	263	178	302	311
Average Queue (ft)	320	271	178	193	219	205	109	218	212
95th Queue (ft)	459	383	289	251	267	279	187	358	349
Link Distance (ft)	511	511	511		298	298	298	770	770
Upstream Blk Time (%)	1			0	0	0			
Queuing Penalty (veh)	0			0	2	0			
Storage Bay Dist (ft)				200					
Storage Blk Time (%)				13	27				
Queuing Penalty (veh)				82	104				

Intersection: 32: Broadway & 15th St

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	LR	R
Maximum Queue (ft)	125	157	230	240	199	238	149
Average Queue (ft)	78	101	183	196	155	211	103
95th Queue (ft)	132	163	242	258	211	258	156
Link Distance (ft)	311	311	352	352	171	171	171
Upstream Blk Time (%)					5	22	0
Queuing Penalty (veh)					17	78	1
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							



Queuing and Blocking Report  
Existing Conditions

4/12/2017

Intersection: 36: 16th St & N St

Movement	EB	EB	NB	NB	NB
Directions Served	LT	T	T	T	TR
Maximum Queue (ft)	140	94	265	226	138
Average Queue (ft)	74	35	209	160	76
95th Queue (ft)	136	95	283	245	139
Link Distance (ft)	174	174	431	431	431
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	1	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	276	296	252	74	147	123	122	260	239	163
Average Queue (ft)	194	225	168	26	99	88	86	190	159	42
95th Queue (ft)	292	299	267	75	155	131	128	280	250	155
Link Distance (ft)	390	390	390		317	317	317	555	555	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150						300
Storage Blk Time (%)					1				0	
Queuing Penalty (veh)					0				0	

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB	NB
Directions Served	<	<L	LT	T	T	T	TR>
Maximum Queue (ft)	86	322	358	304	126	104	167
Average Queue (ft)	31	231	261	230	75	67	121
95th Queue (ft)	136	360	379	339	128	110	174
Link Distance (ft)		337	337	337	314	314	314
Upstream Blk Time (%)		0	1	0			
Queuing Penalty (veh)		2	5	1			
Storage Bay Dist (ft)	175						
Storage Blk Time (%)			3				
Queuing Penalty (veh)			4				

Queuing and Blocking Report  
Existing Conditions

4/12/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	185	222	224	226	187	141
Average Queue (ft)	136	142	143	152	111	81
95th Queue (ft)	194	227	228	222	188	147
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)			0	0	0	
Queuing Penalty (veh)			0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	<	L	LR
Maximum Queue (ft)	393	305	198	501	388	54	318	300
Average Queue (ft)	273	207	107	325	162	44	217	217
95th Queue (ft)	385	311	202	547	422	65	358	338
Link Distance (ft)	478	478	478	1276	1276		756	756
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						9	68	
Queuing Penalty (veh)						16	117	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	242	305	358	237	183	13	74	234	177
Average Queue (ft)	154	219	241	170	87	3	65	161	83
95th Queue (ft)	270	358	422	246	199	16	91	245	177
Link Distance (ft)	520	520	520	382	382	382		391	391
Upstream Blk Time (%)		0	0						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)							25		
Storage Blk Time (%)							49	62	
Queuing Penalty (veh)							81	92	

Queuing and Blocking Report  
Existing Conditions

4/12/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	L	T	T	T	T	TR	L	LR	R
Maximum Queue (ft)	58	151	152	175	116	58	168	156	62
Average Queue (ft)	24	101	98	123	48	27	115	94	16
95th Queue (ft)	63	157	159	186	129	58	178	159	67
Link Distance (ft)	297	297	297	298	298	298	376	376	376
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 49: SR 99 & Broadway

Movement	WB
Directions Served	L
Maximum Queue (ft)	129
Average Queue (ft)	73
95th Queue (ft)	133
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	EB	EB	WB	NB	NB	NB
Directions Served	<	<L	T	T	R>	L	LT	TR
Maximum Queue (ft)	76	191	270	262	106	167	258	213
Average Queue (ft)	48	116	181	176	64	113	183	136
95th Queue (ft)	83	202	280	275	105	176	270	225
Link Distance (ft)	314	314	314	314	367	368	368	368
Upstream Blk Time (%)			0	0			0	
Queuing Penalty (veh)			0	0			0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

## **APPENDIX G.9:**

### **Cumulative Plus DSP**

Freeway Off-Ramp Queues

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	B75	NE	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	T	LR	R
Maximum Queue (ft)	455	442	446	475	48	47	52	117	125	20	584	715
Average Queue (ft)	289	287	303	355	19	17	16	80	84	4	409	450
95th Queue (ft)	469	475	465	504	48	47	51	136	141	31	611	730
Link Distance (ft)	620	620	620	620	382	382	98	98	98	412	1173	1173
Upstream Blk Time (%)	1	0	0	0			0	14	13			0
Queuing Penalty (veh)	3	1	0	0			0	0	0			0
Storage Bay Dist (ft)												
Storage Blk Time (%)												3
Queuing Penalty (veh)												24

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE
Directions Served	R>
Maximum Queue (ft)	355
Average Queue (ft)	326
95th Queue (ft)	404
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	21
Queuing Penalty (veh)	97

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	B485	B485	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	T	T	UL	T	TR	LT	T	R
Maximum Queue (ft)	156	355	384	175	56	81	117	105	108	175	182	343
Average Queue (ft)	91	254	293	136	13	22	63	70	67	121	126	191
95th Queue (ft)	175	386	422	236	93	115	120	117	113	186	190	373
Link Distance (ft)		310	310		193	193		325	325	323	323	323
Upstream Blk Time (%)		6	10		1	1						2
Queuing Penalty (veh)		39	66		5	10						10
Storage Bay Dist (ft)	150			150			100					
Storage Blk Time (%)	0	21	31	0			6	2				
Queuing Penalty (veh)	2	17	75	2			8	2				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	45	21	65	104	178	113
Average Queue (ft)	15	4	33	54	123	48
95th Queue (ft)	46	24	68	107	196	124
Link Distance (ft)	263	263	263	435	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	T	TR	R	L	T	T
Maximum Queue (ft)	282	332	260	343	46	206	105	97
Average Queue (ft)	165	244	163	214	18	127	70	61
95th Queue (ft)	290	350	290	372	51	213	110	104
Link Distance (ft)	566	566	566	566	368	403	403	403
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB	SB
Directions Served	<LT	TR	<L	T	TR>
Maximum Queue (ft)	187	193	58	10	384
Average Queue (ft)	176	176	34	2	301
95th Queue (ft)	187	204	53	13	545
Link Distance (ft)	77	77	2	2	415
Upstream Blk Time (%)	83	80	46	1	37
Queuing Penalty (veh)	304	293	208	4	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB
Directions Served	<	L	LT	T	T	TR	R>
Maximum Queue (ft)	86	233	297	299	186	132	56
Average Queue (ft)	51	155	247	250	112	69	15
95th Queue (ft)	89	243	316	320	193	129	55
Link Distance (ft)	347	347	347	347	512	512	
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			1	1			
Storage Bay Dist (ft)							150
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						0	0

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	T	T	L	LR
Maximum Queue (ft)	480	467	399	197	106	94	403	375
Average Queue (ft)	429	368	267	119	52	54	301	254
95th Queue (ft)	539	516	435	205	104	102	455	422
Link Distance (ft)	463	463	463		317	317	708	708
Upstream Blk Time (%)	19	7	4					
Queuing Penalty (veh)	0	0	0					
Storage Bay Dist (ft)				200				
Storage Blk Time (%)				1				
Queuing Penalty (veh)				1				

Intersection: 32: Broadway & 15th St

Movement	EB	WB	SB	SB
Directions Served	T	T	L	R
Maximum Queue (ft)	247	266	174	88
Average Queue (ft)	148	180	107	58
95th Queue (ft)	257	280	180	101
Link Distance (ft)	313	361	181	181
Upstream Blk Time (%)	3		3	
Queuing Penalty (veh)	0		4	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 36: 16th St & N St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	225	204	264	230
Average Queue (ft)	170	126	189	152
95th Queue (ft)	262	223	282	252
Link Distance (ft)	158	240	444	444
Upstream Blk Time (%)	20	1		
Queuing Penalty (veh)	78	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	T	T	L	LR	R
Maximum Queue (ft)	447	387	264	174	294	302	398	381	305
Average Queue (ft)	350	299	195	127	221	226	315	296	197
95th Queue (ft)	469	406	279	214	309	313	445	401	324
Link Distance (ft)	550	550	550		330	330	573	573	
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					2	3			
Storage Bay Dist (ft)				150					300
Storage Blk Time (%)				2	22			7	0
Queuing Penalty (veh)				8	50			12	1

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB
Directions Served	<	L	LT	TR	T	TR>
Maximum Queue (ft)	294	346	361	363	217	233
Average Queue (ft)	143	284	327	323	153	180
95th Queue (ft)	336	416	398	394	234	251
Link Distance (ft)		320	320	320	325	325
Upstream Blk Time (%)	0	3	12	10		
Queuing Penalty (veh)	0	22	82	74		
Storage Bay Dist (ft)	175					
Storage Blk Time (%)	1	3				
Queuing Penalty (veh)	1	13				



Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	168	155	140	208	200	91
Average Queue (ft)	116	109	94	145	115	56
95th Queue (ft)	176	161	140	222	198	100
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	NB	NB	SB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	LT	<	L	LR
Maximum Queue (ft)	369	307	230	422	205	287	50	714	684
Average Queue (ft)	281	229	154	387	70	262	43	450	431
95th Queue (ft)	374	312	264	470	220	328	59	730	718
Link Distance (ft)	409	409	409	345	345	273		1075	1075
Upstream Blk Time (%)	1			81	2	21		0	
Queuing Penalty (veh)	0			391	8	100		0	
Storage Bay Dist (ft)							25		
Storage Blk Time (%)							92	40	
Queuing Penalty (veh)							158	26	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	276	258	173	126	6	74	357	277
Average Queue (ft)	209	170	128	44	1	72	223	128
95th Queue (ft)	296	278	184	126	9	82	353	265
Link Distance (ft)	526	526	372	372	372		526	526
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						58	37	
Queuing Penalty (veh)						107	138	

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	LT	T	LT	T	TR	<L	LR	R
Maximum Queue (ft)	184	181	321	270	98	407	332	163
Average Queue (ft)	115	120	238	155	46	286	195	65
95th Queue (ft)	192	199	358	312	101	417	321	157
Link Distance (ft)	296	296	309	309	309	612	612	612
Upstream Blk Time (%)			7	2				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: SR 99 & Broadway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	TR	L	T	T	LT	TR
Maximum Queue (ft)	135	84	126	146	134	110	97
Average Queue (ft)	78	44	74	100	87	80	57
95th Queue (ft)	128	85	128	152	138	122	100
Link Distance (ft)	343	343		386	386	315	315
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			180				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	WB	NB	NB	NB
Directions Served	<LT	T	R>	L	LT	TR
Maximum Queue (ft)	319	300	146	144	127	96
Average Queue (ft)	274	245	90	96	81	52
95th Queue (ft)	335	326	149	148	129	94
Link Distance (ft)	320	320	365	348	348	348
Upstream Blk Time (%)	1	0				
Queuing Penalty (veh)	4	2				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
Existing Conditions

08/17/2017

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SB	B75	NE	NE
Directions Served	LT	T	T	TR	R	R	L	LT	T	T	LR	R
Maximum Queue (ft)	228	222	325	517	50	64	118	150	180	177	245	209
Average Queue (ft)	151	147	160	363	28	32	72	100	138	62	170	140
95th Queue (ft)	220	216	323	579	57	67	130	157	194	183	257	222
Link Distance (ft)	599	599	599	599	382	382	99	99	99	424	1096	1096
Upstream Blk Time (%)				2			4	14	30	0		
Queuing Penalty (veh)				9			0	0	0	0		
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-5 NB Off-Ramp & 3rd St & J St

Movement	NE
Directions Served	R>
Maximum Queue (ft)	144
Average Queue (ft)	55
95th Queue (ft)	144
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: 3rd St & Capitol Mall

Movement	EB	EB	EB	EB	B485	B485	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	T	T	UL	T	TR	LT	T	R
Maximum Queue (ft)	174	322	379	175	54	106	83	123	126	264	278	351
Average Queue (ft)	107	221	280	170	6	23	43	75	68	188	200	240
95th Queue (ft)	193	351	416	193	50	117	87	127	125	280	284	400
Link Distance (ft)		310	310		171	171		325	325	323	323	323
Upstream Blk Time (%)		1	9			1				0	0	3
Queuing Penalty (veh)		13	84			10				0	2	21
Storage Bay Dist (ft)	150			150			100					
Storage Blk Time (%)	1	11	15	18			1	2				
Queuing Penalty (veh)	7	17	101	82			2	2				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 3: 3rd St & P St

Movement	WB	WB	WB	SB	SB	SB
Directions Served	LT	T	T	T	TR	R
Maximum Queue (ft)	299	305	292	436	471	429
Average Queue (ft)	247	253	230	300	369	322
95th Queue (ft)	314	319	306	508	556	534
Link Distance (ft)	263	263	263	502	502	502
Upstream Blk Time (%)	5	8	4	7	12	10
Queuing Penalty (veh)	38	60	27	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: 3rd St & Q St

Movement	EB	EB	EB	EB	NB	SB	SB	SB
Directions Served	T	T	T	TR	R	L	T	T
Maximum Queue (ft)	65	117	57	134	54	78	89	94
Average Queue (ft)	30	83	29	83	29	42	62	61
95th Queue (ft)	70	129	65	141	63	79	90	99
Link Distance (ft)	344	344	344	344	367	404	404	404
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-5 NB on-ramp & 5th St & W St

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	<L	T	T	TR>
Maximum Queue (ft)	230	190	49	4	547	224
Average Queue (ft)	203	139	30	1	381	186
95th Queue (ft)	243	197	46	7	821	274
Link Distance (ft)	110	110	16	16	1028	
Upstream Blk Time (%)	49	16	59	1	6	
Queuing Penalty (veh)	195	65	163	1	0	
Storage Bay Dist (ft)						200
Storage Blk Time (%)					30	3
Queuing Penalty (veh)					108	12

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 30: US 50 on ramp & 15th St & W St

Movement	WB	WB	WB	WB	SB	SB	SB
Directions Served	<	L	LT	T	T	TR	R>
Maximum Queue (ft)	101	170	217	197	607	607	175
Average Queue (ft)	46	125	161	150	383	368	150
95th Queue (ft)	99	183	218	203	679	684	218
Link Distance (ft)	347	347	347	347	859	859	
Upstream Blk Time (%)					2	2	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)							150
Storage Blk Time (%)						19	3
Queuing Penalty (veh)						65	19

Intersection: 31: 15th St & X St & US 50 off ramp

Movement	EB	EB	EB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	T	T	L	LR
Maximum Queue (ft)	726	663	587	288	330	164	432	409
Average Queue (ft)	561	509	408	205	249	110	314	286
95th Queue (ft)	805	743	646	298	354	173	503	478
Link Distance (ft)	793	793	793		313	313	631	631
Upstream Blk Time (%)	2	1	1	0	5			0
Queuing Penalty (veh)	0	0	0	0	29			0
Storage Bay Dist (ft)				200				
Storage Blk Time (%)				15	36			
Queuing Penalty (veh)				50	135			

Intersection: 32: Broadway & 15th St

Movement	EB	WB	SB	SB
Directions Served	T	T	L	R
Maximum Queue (ft)	329	366	268	192
Average Queue (ft)	249	330	246	134
95th Queue (ft)	380	392	278	198
Link Distance (ft)	313	360	184	184
Upstream Blk Time (%)	12	3	33	2
Queuing Penalty (veh)	0	24	152	8
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 36: 16th St & N St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	244	235	415	370
Average Queue (ft)	191	152	284	237
95th Queue (ft)	291	257	445	385
Link Distance (ft)	180	241	539	539
Upstream Blk Time (%)	32	4	0	
Queuing Penalty (veh)	133	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: 16th St & US 50 off ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	T	T	L	LR	R
Maximum Queue (ft)	381	398	345	44	152	163	294	260	66
Average Queue (ft)	248	296	236	14	108	121	217	162	11
95th Queue (ft)	408	450	382	42	162	169	301	258	69
Link Distance (ft)	435	435	435		335	335	573	573	
Upstream Blk Time (%)	1	1	0						
Queuing Penalty (veh)	0	0	0						
Storage Bay Dist (ft)				150					300
Storage Blk Time (%)					1			0	
Queuing Penalty (veh)					0			0	

Intersection: 38: 16th St & X St & US 50 on ramp

Movement	EB	EB	EB	EB	NB	NB
Directions Served	<	L	LT	TR	T	TR>
Maximum Queue (ft)	18	226	294	247	132	191
Average Queue (ft)	6	90	158	132	87	123
95th Queue (ft)	21	224	308	250	138	193
Link Distance (ft)		328	328	328	325	325
Upstream Blk Time (%)		0	0	0		
Queuing Penalty (veh)		0	0	0		
Storage Bay Dist (ft)	175					
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 45: 21st St & X St

Movement	EB	EB	EB	NB	NB	SB
Directions Served	LT	T	TR	T	TR	LT
Maximum Queue (ft)	296	304	286	180	155	151
Average Queue (ft)	218	219	204	128	98	100
95th Queue (ft)	332	340	320	194	162	167
Link Distance (ft)	372	372	372	286	286	332
Upstream Blk Time (%)	0	0	0			
Queuing Penalty (veh)	3	1	1			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 46: 5th St & X St & US 50 off-ramp

Movement	EB	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	T	R	T	TR	L	T	<	L	LR
Maximum Queue (ft)	401	337	244	152	655	608	94	233	53	314	311
Average Queue (ft)	319	260	161	83	478	430	93	182	49	242	233
95th Queue (ft)	431	370	274	160	817	789	97	262	54	385	368
Link Distance (ft)	648	648	648		1348	1348		235		343	343
Upstream Blk Time (%)								2		10	6
Queuing Penalty (veh)								8		0	0
Storage Bay Dist (ft)				150			70		25		
Storage Blk Time (%)			5	0			41	4	62	57	
Queuing Penalty (veh)			14	0			55	12	62	94	

Intersection: 47: 29th St/29th St & J St & US 80 off ramp

Movement	EB	EB	SB	SB	SB	SW	SW	SW
Directions Served	T	TR	LT	T	T	<	L	L
Maximum Queue (ft)	452	409	246	213	43	74	246	180
Average Queue (ft)	333	275	183	114	8	62	154	89
95th Queue (ft)	468	431	269	231	50	93	251	189
Link Distance (ft)	520	520	382	382	382		393	393
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)						25		
Storage Blk Time (%)						49	59	
Queuing Penalty (veh)						80	87	

Queuing and Blocking Report  
Existing Conditions

4/5/2017

Intersection: 48: 29th St & P St & US 80 off ramp

Movement	WB	WB	SB	SB	SB	SW	SW	SW
Directions Served	LT	T	LT	T	TR	<L	LR	R
Maximum Queue (ft)	310	316	436	373	113	283	209	51
Average Queue (ft)	218	220	356	268	47	206	121	14
95th Queue (ft)	342	353	479	443	134	332	255	56
Link Distance (ft)	313	313	423	423	423	381	381	381
Upstream Blk Time (%)	1	1	11	7		2	1	
Queuing Penalty (veh)	4	6	0	0		0	0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 49: SR 99 & Broadway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	TR	L	T	T	LT	TR
Maximum Queue (ft)	125	115	179	197	183	291	214
Average Queue (ft)	90	71	125	113	92	181	106
95th Queue (ft)	136	112	201	230	197	294	209
Link Distance (ft)	500	500		388	388	311	311
Upstream Blk Time (%)				0		2	1
Queuing Penalty (veh)				0		0	0
Storage Bay Dist (ft)			180				
Storage Blk Time (%)			8	0			
Queuing Penalty (veh)			32	0			

Intersection: 50: 30th St & J St & US 80 on ramp

Movement	EB	EB	WB	NB	NB	NB
Directions Served	<LT	T	R>	L	LT	TR
Maximum Queue (ft)	293	278	129	201	281	247
Average Queue (ft)	223	202	78	141	197	165
95th Queue (ft)	323	294	132	202	275	258
Link Distance (ft)	315	315	367	370	370	370
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	1	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						



## **APPENDIX G.10:**

Freeway Level of Service (LOS)

Calculations

Segment			Functional Classification	Existing			Existing + Project			Cumulative No Project			Cumulative Plus Project		
ID	Name	Location		Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS	Lanes	Volume	LOS
307	I-5	L Street	Freeway	9	180,800	F	9	179,600	E	9	190,700	F	9	189,500	F
308	I-5	P Street	Freeway	7	152,300	F	7	151,100	F	7	159,200	F	7	158,400	F
309	I-5	W Street	Freeway	6	83,300	C	6	82,500	C	6	86,500	C	6	85,900	C
320	US-50	15th Street	Freeway	10	229,500	F	10	229,200	F	10	267,700	F	10	268,700	F
321	US-50	28th Street	Freeway	8	165,200	F	8	165,500	F	8	204,000	F	8	204,600	F
322	I-80 Business	A Street	Freeway	6	170,900	F	6	171,100	F	6	183,400	F	6	184,600	F
323	I-80 Business	I Street	Freeway	8	135,700	D	8	135,600	D	8	147,100	D	8	148,400	D
324	I-80 Business	T Street	Freeway	8	78,200	B	8	77,200	B	8	90,700	C	8	91,300	C
328	SR-160	Exposition Boulevard	Freeway	4	65,400	D	4	65,000	D	4	82,100	F	4	81,500	F

# Appendix H

## Hazards



Project No. S1218-03-01  
June 9, 2017

Harriet Lai Ross  
Community Planning Program Manager  
Environmental Science Associates  
2600 Capitol Ave, Suite 200  
Sacramento, California 95816

Subject: PHASE I ENVIRONMENTAL SITE ASSESSMENT OVERVIEW STUDY  
SACRAMENTO DOWNTOWN SPECIFIC PLAN  
TIER 1 OPPORTUNITY SITES  
SACRAMENTO, CALIFORNIA

Dear Ms. Ross:

In accordance with your request and Task 3.2 of Attachment 1 to Exhibit A of the Sacramento Downtown Specific Plan, we have performed a Phase I Environmental Site Assessment (ESA) overview study for 85 Tier 1 Opportunity Sites (the Sites) in downtown Sacramento, California (Figure 1). We performed the Phase I ESA overview study for Environmental Science Associates (the Client) on behalf of the City of Sacramento (the City) to assess the potential for existing hazardous substances and/or petroleum product impacts at the Sites.

### **PURPOSE AND OBJECTIVE**

The purpose of the Phase I ESA overview study was to identify evidence or indications of recognized environmental conditions (REC) as defined by the American Society for Testing and Materials (ASTM) Designation E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Section 1.1.1 of ASTM Designation E 1527-13 defines an REC as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. We understand that the Phase I ESA overview study is to be used as a reference by the City and its project team to identify potential environmental issues at the Sites and also as a base document for preparing stand-alone Phase I ESAs as needed for specific Sites.

The objective of the Phase I ESA overview study was to prepare a “project master spreadsheet” for the Sites by reviewing basic site information, regulatory agency records, and historical information. We also developed a ranking system for the Sites based on their known or potential RECs.

### **SCOPE OF SERVICES**

The main components of the Phase I ESA overview study included the following:

- **Physical Setting:** We reviewed physical setting references to obtain information concerning the hydrogeologic characteristics of the Sites and vicinity. Such information may be indicative of the direction and/or extent that a contaminant could migrate in the event of a spill or release.

- **Regulatory Agency Records Review:** We reviewed publicly available Federal, State, and local regulatory agency records to obtain information that could potentially help identify RECs at or potentially affecting the Sites. Environmental Data Resources, Inc. (EDR) searched federal, state, and local environmental databases for the Site and properties within 1/8 mile of the Sites. A copy of the report titled *EDR DataMap™ Environmental Atlas™*, dated December 20, 2016, is attached.

We also reviewed the California State Water Resources Control Board (SWRCB) GeoTracker website (<http://geotracker.waterboards.ca.gov>) and the California Environmental Protection Agency, Department of Toxic Substances Control’s (DTSC) EnviroStor website databases (<http://www.envirostor.dtsc.ca.gov/public/>) for information regarding environmental assessment and cleanup at the Sites or at properties within 1/8 mile of the Sites.

- **Site History:** We reviewed Sanborn Fire Insurance Maps (Sanborn maps) to assess the history of previous uses of the Sites and surrounding area to identify those that could have led to RECs on or near the Sites.
- **Site Reconnaissance:** On December 23 and 30, 2016 and May 19, 2017 we performed a drive-by/walk-by site reconnaissance for each Site to observe site conditions and activities for indications of evidence of RECs. Offsite properties and features were viewed solely from the vantage of the Sites and public thoroughfares.
- **Project Master Spreadsheet and Site Ranking:** We summarized information on physical setting, regulatory agency records, site history, and site reconnaissance for each Site on a project master spreadsheet. We also included a site ranking and discussion of RECs and/or environmental conditions for each of the Sites.

## FINDINGS AND SITE RANKING

Our findings from the Sites are summarized in the attached *Project Master Spreadsheet – Sacramento Downtown Specific Plan – Tier 1 Opportunity Sites*. We developed the following color-coded, three-tier ranking system for the Sites:

REC Potential	Definition
Low	Unlikely to encounter impacts in soil, soil vapor, or groundwater from a release*.
Moderate	Soil, soil vapor, and/or groundwater may be impacted from an onsite or nearby, offsite release.
High	Known impacts exist on the Site from an onsite or nearby offsite release.

\* = "Release" refers to an unauthorized release of a petroleum product or hazardous substance to the environment - i.e. the ground surface, soil, soil vapor, groundwater, or surface water on a property.

The following table summarizes the rankings for each of the Sites:

REC Potential	Tier 1 Opportunity Site IDs
Low	4, 5, 7, 8, 10, 11, 21, 23, 24, 25, 29, 31, 32, 34, 37, 40, 50, 53, 71, 73, 74, and 80.
Moderate	2, 3, 9, 14, 20, 22, 27, 30, 33, 36, 38, 39, 43, 45, 46, 47, 49, 57, 58, 61, 62, 63, 64, 66, 68, 69, 75, 77, 78, 79, 81, 82, 91, 101, 102, and 116.
High	1, 6, 12, 13, 15, 16, 18, 19, 26, 35, 41, 42, 44, 48, 54, 55, 56, 59, 60, 65, 67, 70, 72, 76, 96, 97, and 115.

Figure 1 shows the opportunity Sites with their associated color coding. Figures 2-1 through 2-27 show the high-potential opportunity Sites and the source(s) of their associated RECs.

### CONCLUSIONS

The Phase I ESA overview study found that 27 of the opportunity Sites have a high potential of an REC (impacts exist on the Site), 36 have a moderate potential (impacts may exist on the Site), and 22 have a low potential to have an REC (impacts are not likely to exist on the Site). Further assessment of the Sites ranked high and moderate is warranted to confirm: 1) if and in what form an REC exists and 2) if the RECs warrant possible further action – i.e., additional assessment/investigation and clean-up. Additional assessment/investigation may include site- specific Phase I and II ESAs to assess the presence and extent of potential (or existing) soil, soil vapor, and/or groundwater impacts.

In addition, because of the long history of development of the Sites, ubiquitous environmental issues may exist on several of the opportunity Sites which would warrant assessment prior to redeveloping the Sites for residential use or to assess soil and materials that may be removed from a Site to determine reuse and disposal options. These ubiquitous environmental issues include: (1) lead in soil from deteriorated lead-containing paint (LCP) on existing or former structures; (2) pesticides (chlordane) in soil from application of termiticides around structures; and (3) asbestos-containing materials (ACM) in and LCP on existing structures.

### LIMITATIONS

We prepared this Phase I ESA overview study exclusively for the Client and the City of Sacramento. The information obtained is only relevant for the dates of the records reviewed or as of the date of the latest site visit. Therefore, the information contained herein is only valid as of the date of the report and will require an update to reflect recent records/site visits.

The Client should recognize that this Phase I ESA overview study is not a comprehensive site characterization and should not be construed as such. The findings and conclusions presented in this report are predicated on the limited site reconnaissance of each Site, a review of the specified regulatory records, and a review of the historical usage of the Site, as presented in this report. The Client should also understand that wetlands, ACM, LCP, lead in drinking water, radon, mercury related to mining activities, methane, and mold surveys were not included in the scope of services for this Phase I ESA overview study. Assessment for potential naturally occurring hazards such as asbestos and arsenic also was not included.

Therefore, the report should only be deemed conclusive with respect to the information obtained. No guarantee or warranty of the results of the Phase I ESA overview study is implied within the intent of this report or any subsequent reports, correspondence or consultation, either express or implied. We strived to conduct the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

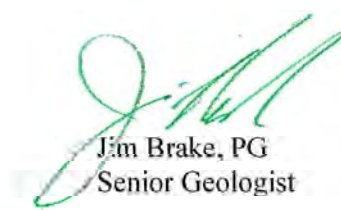
We appreciate the opportunity to have performed this Phase I ESA overview study for Environmental Science Associates and the City of Sacramento. Please contact us if you have any questions concerning this report or if we may be of further service.

Sincerely,

**GEOCON CONSULTANTS, INC.**



Matthew Tidwell  
Senior Staff Geologist



Jim Brake, PG  
Senior Geologist

Attachments: Project Master Spreadsheet – Sacramento Downtown Specific Plan – Tier 1  
Opportunity Sites

Figures: Figure 1 – Project Location Map  
Figure 2-1 – Site 1  
Figure 2-2 – Site 6  
Figure 2-3 – Site 12  
Figure 2-4 – Site 13  
Figure 2-5 – Site 15  
Figure 2-6 – Site 16  
Figure 2-7 – Site 18  
Figure 2-8 – Site 19  
Figure 2-9 – Sites 26  
Figure 2-10 – Site 35  
Figure 2-11 – Site 41  
Figure 2-12 – Site 42  
Figure 2-13 – Site 44  
Figure 2-14 – Site 48  
Figure 2-15 – Site 54  
Figure 2-16 – Site 55  
Figure 2-17 – Site 56  
Figure 2-18 – Site 59  
Figure 2-19 – Site 60  
Figure 2-20 – Site 65  
Figure 2-21 – Site 67  
Figure 2-22 – Site 70  
Figure 2-23 – Site 72  
Figure 2-24 – Site 76  
Figure 2-25 – Site 96  
Figure 2-26 – Site 97  
Figure 2-27 – Site 115

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStar			
1	DIOCSE SACTO EDUC/WLFF CORP	2110 Broadway	01002240270000	295,772	Southeast at depths ranging from 9 to 20 feet at ARCO #2068 at 2100 Broadway adjacent to the Site.	The Site is listed on the following non-contaminant release databases*: HAZNET, FTTS INSP, HIST FTTS INSP and FINDS under the Diocese of Sacramento Catholic and the Department of Motor Vehicles (DORA HAZNET listing only). These listings appear to be related to asbestos removal and pest management and are not a REC for the Site.	46 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Six properties within 1/8 mile of the Site are listed on a LUST database with three down- or cross-gradient and one of which is closed. The three open upgradient cases of concern are summarized in the GeoTracker column.	Site - The Site is not listed on GeoTracker.  Nearby Properties - Three facilities with open LUST cases upgradient within 1/8 mile of the Site are listed on GeoTracker. The nearest is the ARCO #2068 gas station located adjacent to the north. Two monitoring wells for this facility are on the Site, and petroleum hydrocarbons were detected in groundwater samples from these wells. Petroleum in groundwater on the Site is an REC.  The other two upgradient open LUST cases are eligible for closure and are located over 300 feet north-northwest of the Site therefore are unlikely to have caused a REC at the Site.	Site - The Site is not listed on EnviroStar.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	1960 - Christian Bros. School is depicted on the Site. 1970 - Bishop Manogue High School is depicted on the Site. A gas station is depicted adjacent to the north of the Site (at the corner of Broadway and 21st Street).	Roman Catholic Diocese of Sacramento - The Pastoral Center with three buildings and associated parking lots	High - Groundwater at the Site has been impacted with petroleum hydrocarbons from the ARCO gas station adjacent to the north/northwest of the Site.
2	CUMMINGS TRUST/BUZZ OATES LLC/ETAL	2201 Broadway	01002220180000	51,401	Southeast at depths ranging from 9 to 20 feet. -ARCO #2068 at 2100 Broadway approximately 300 feet west of the Site.	The Site is listed on the Hist Auto database as the following: -Harold Ellsworth Co. in 1952 -Subaru & Chevrolet in 1975 -Chevrolet in 1980.  The Site is on the Sac Co ML database as inactive under John Drew Chevrolet. The listing indicates "No Tanks".  The Site is listed on the HAZNET database as Dre-Fisal Section for removal of aged/surplus organics in 1996, 1998 and 2001.  The Hist Auto database and Sac Co ML suggest former use of the Site as auto dealerships with possible auto service (including USTs and in-ground tanks) and is considered an REC.	33 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Eight properties within 1/8 mile of the Site are listed on the LUST database. Six of these are down- or cross-gradient and greater than 300 feet from the Site and therefore they are unlikely to have caused an REC at the Site. Two are upgradient and have open LUST cases. Bee Keeper Supply at 2417 Street approximately 430 feet west-northwest of the Site and Wonder Market at 2025 Broadway approximately 500 feet west-northwest of the Site. Additional information about releases at these upgradient properties is summarized in the GeoTracker column.	Site - The Site is not listed on GeoTracker.  Nearby Properties - Based on the most recent groundwater monitoring and/or site investigation reports for Bee Keeper Supply and Wonder Market, groundwater impacts at these facilities appears to not extend off their respective properties. The releases at these properties are unlikely to have caused a REC at the Site.	Site - The Site is not listed on EnviroStar.  Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStar.	1915 - No land uses depicted on the Site. 1950 - An automotive dealership with auto service, a store, and a dwelling are depicted on the Site. 1960 - Similar to the 1950 map. 1970 - Similar to the 1960 map.	Two-story multi-tenant commercial office building	Moderate - Historical use of the Site as an auto dealership with auto service is an environmental concern for the Site. Petroleum releases from former automotive operations may have impacted soil and/or groundwater beneath the Site. Undocumented USTs could be present on the Site.
3	DONALD C/CAROL A EDWARDS FAMILY REVOCABLE TRU/ETAL	2121 Broadway	01002230210000	24,000	East-southeast at depths ranging from 10 to 20 feet at Wonder Market at 2025 Broadway approximately 250 feet east of the Site.	The Site is not listed on any of the databases searched by EDR.	23 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Three properties within 1/8 mile of the Site are listed on the LUST database with open cases. Bee Keeper Supply at 2417 Street is adjacent (upgradient) to the Site. Wonder Market at 2025 Broadway is approximately 260 feet west-northwest (upgradient) of the Site, and ARCO #2068 at 2100 Broadway is approximately 100 feet southwest (crossgradient) of the Site. Additional information about these LUST cases is summarized in the GeoTracker column.	Site - The Site is not listed on GeoTracker.  Nearby Properties - Investigations and monitoring wells for the Wonder Market LUST case overlap those of the adjacent Bee Keeper Supply case. Analysis of grab-groundwater samples collected from four borings adjacent to the west and north side of the Site, indicate that petroleum hydrocarbons in groundwater have not migrated onto the Site. COCs in groundwater at the ARCO #2068 are migrating to the southeast, away from the Site. The releases identified on GeoTracker are unlikely to have caused a REC at the Site.	Site - The Site is not listed on EnviroStar.  Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStar.	1915 - Two dwellings are depicted on the Site. 1950 - An auto painting shop, two stores and two dwellings are depicted on the Site. 1960 - Used car sales lot, an auto service shop, and a dwelling depicted on the Site. 1970 - A commercial building and associated parking lot are depicted on the Site.	United States Postal Service building	Moderate - Historic use of the Site as an auto service shop and car sales lot is an environmental concern for the Site. USTs and/or contamination from former automotive operations may have caused an REC in soil and/or groundwater beneath the Site. Undocumented USTs could be present on the Site.
4	NATIONAL COVENANT PROPERTIES	1901 Broadway	01002130080000	54,450	South at depths ranging from 8 to 14.5 feet at Chevron #9-1295 at 1814/1828 Broadway approximately 160 feet southwest of the Site.	The Site is not listed on any of the databases searched by EDR.	37 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Five properties within 1/8 mile of the Site are listed on the LUST database and are down or cross-gradient of the Site. Three of these have open LUST cases; however the closest case is Wonder Market at 2025 Broadway approximately 530 feet east-southeast of the Site. The closest LUST case is Chevron #9-1295 at 1814/1828 Broadway approximately 160 feet southwest of the Site (downgradient). Based on their down or cross-gradient position relative to the Site, a release at these properties is unlikely to have caused a REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - The five properties with LUST cases summarized in the Offsite Properties Column are also listed on GeoTracker. No other cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	Site - The Site is not listed on EnviroStar.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	1915 - No land uses depicted on the Site. 1950 - Tractor and agriculture implements sales and service, a parts warehouse, and a storage yard are depicted on the Site. Railroad tracks are in the eastern portion of the Site. 1960 and 1970 - Similar to the 1950 map.	Vacant multi-tenant commercial building	Low - Unlikely to encounter impacted soil or groundwater at the Site.
5	CALINA FUNG FAMILY REVOCABLE LIVING TRUST/ETAL	1818 X Street	01002110200000	19,465	South at depth ranging from 8 to 14.5 feet at Chevron #9-1295 at 1814/1828 Broadway approximately 250 feet south of the Site.	The Site is not listed on any of the databases searched by EDR.	Six properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Two properties within 1/8 mile of the Site are listed on the LUST database with closed cases. The nearest property associated with these cases is Chevron #9-1295, located 250 feet south of the Site. Both properties are either cross-gradient or downgradient of the Site, and are unlikely to have caused a REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - The two properties with LUST cases summarized in the Offsite Properties Column are also listed on GeoTracker. No other cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	Site - The Site is not listed on EnviroStar.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	1915 - A dwelling and a shed are depicted on the Site. 1950 - Three dwellings are depicted on the Site. 1960 and 1970 - A parking lot is depicted on the Site.	Vacant parking lot with a storage shed	Low - Unlikely to encounter impacted soil or groundwater at the Site.



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStar			
6	UOP INVESTORS LLC	1601 Broadway	09092640240000	20,574	Varies from north to southwest at depths ranging from 7.42 to 16.21 feet at Su's Redwood SS #310 at 2401 16th Street approximately 35 feet north of the Site.	The Site is listed on various databases including the LUST database as <b>Former Chevron</b> . A release affected groundwater with gasoline, but was closed by SCEMD in September 1997. The Site is also listed on the EDR Hist Auto database as <b>Lawson Archie</b> and <b>Standard Stations, Inc.</b> , listed in 1942 and 1966, respectively. Additional information about the release is summarized in the GeoTracker column.	Two properties within 100 feet of the Site have open release cases. <b>Su's Redwood SS #310</b> at 2401 16th Street, approximately 35 feet north (upgradient) of the Site is an open LUST case as of 1990. Groundwater is reportedly impacted with petroleum hydrocarbons and PCE.  A property with an open, but inactive SLIC case, <b>Corfees Laundry and Dry Cleaners</b> is located at 2414 16th Street ("Unknown PCE Source 16th Street"), approximately 100 feet northwest (upgradient) of the Site. PCE and TCE in groundwater are the potential concerns. Additional information about these releases is summarized in the GeoTracker column.	<b>Site</b> - According to the closure summary for <b>Former Chevron</b> , soil and groundwater beneath the Site is impacted with petroleum hydrocarbons. However, SCEMD closed the LUST case in September 1997. It appears that SCEMD allowed impacted soil and groundwater to remain onsite and naturally attenuate.  <b>Nearby Properties</b> - According to the most recent groundwater monitoring report for <b>Su's Redwood SS #310</b> , free product is still present in at least two of the monitoring wells approximately 100 feet north of the Site. The former LUSTs were located approximately 60 feet north of the Site. MTBE was detected in groundwater monitoring well MW-14, adjacent to the northwestern portion of the Site at 84 µg/L. Based on its upgradient position relative to the Site and the most recent analytical data from the closed monitoring to the Site, the release may have impacted groundwater beneath the Site.  <b>Corfees Laundry and Dry Cleaners</b> is listed as an open but inactive case for PCE and TCE groundwater contamination. Additional information is not provided. Based on its upgradient position relative to the Site, the release may have impacted groundwater beneath the Site.	<b>Site</b> - The Site is not listed on EnviroStar.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	<b>1915</b> - Three dwellings are depicted on the Site. <b>1950</b> - A gas station, a used car lot, and a store are depicted on the Site. A gas station is depicted approximately 100 feet east of the Site and another is depicted approximately 80 feet west of the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - Onsite conditions are similar to those depicted on the 1960 map with the exception of an automotive upholstery shop in the northern portion of the Site. A gas station is depicted approximately 30 feet north of the Site.	Parking lot	<b>High</b> - Soil and groundwater at the Site has been impacted with petroleum hydrocarbons from the onsite <b>Former Chevron</b> and possibly from <b>Su's Redwood SS #310</b> north of the Site.  In addition, groundwater beneath the Site may be impacted with PCE and TCE from <b>Corfees Laundry and Dry Cleaners</b> .
7	CHIEN FAMILY LIMITED PARTNERSHIP  CHIEN FAMILY L P  CALIFORNIA BANK/TRUST	1309 Broadway  1313 Broadway  1331 Broadway	00902530130000  00902530120000  00902530160000	6,400  6,400  24,000	Varies from southeast to southwest at depths ranging from 10.81 to 15.04 feet at <b>Tosco (76) Station #5828</b> at 2400 15th Street approximately 250 feet east of the Site.	The Site is not listed on any of the databases searched by EDR.	Eight facilities within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following two properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:  - <b>First Interstate Bank</b> , 1326 Broadway, approximately 70 feet south of the Site. - <b>Tosco (76) Station #5828</b> , 2400 15th Street, approximately 250 feet east of the Site. Based on their cross-gradient location relative to the Site, a release at these properties is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of First Interstate Bank and Tosco (76) Station #5828, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStar.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	<b>1915</b> - One dwelling and several outbuildings are depicted on the Site. <b>1950 and 1960</b> - Two dwellings, a store, and storage warehouses (one labeled plumbing) are depicted on the Site. A parking lot is depicted on the 1960 map. <b>1970</b> - A bank, three stores, a dwelling, and a parking lot are depicted on the Site.	Former California Bank building and a vacant commercial building	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
8	CHIEN FAMILY L P  CALIFORNIA BANK/TRUST  CALIFORNIA BANK/TRUST  OKIMOTO ARLEEN S  TAYLOR STEPHANIE S/WILLIAM H	1306 X Street  1314 X Street  1318 X Street  2401 13th Street  2411 13th Street	00902530030000  00902530040000  00902530050000  00902530020000  00902530010000	6,534  6,400  12,800  6,534  6,400	Varies from the southeast to southwest at depths ranging from 10.81 to 15.04 feet at <b>Tosco (76) Station #5828</b> at 2400 15th Street approximately 350 feet east of the Site.	The Site is not listed on any of the databases searched by EDR.	15 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following three properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases: - <b>First Interstate Bank</b> , 1326 Broadway, approximately 300 feet south of the Site. - <b>Tosco (76) Station #5828</b> , 2400 15th Street, approximately 350 feet east of the Site. - <b>ARCO #4986</b> , 1101 Broadway, approximately 600 feet southwest of the Site. Based on their cross-gradient location relative to the Site, a release at these properties is unlikely to have caused an REC for the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of First Interstate Bank and Tosco (76) Station #5828, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStar.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStar.	<b>1915</b> - Three dwellings and a hay barn are depicted on the Site. <b>1950</b> - Five dwellings and a plumbing storage warehouse are depicted on the Site. <b>1960 and 1970</b> - Similar to the 1950 map.	Parking lots	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
9	ROBERT/ANN KENYON TRUST	1801 27th Street	01000510010000	25,600	Southeast at depths ranging from 16.15 to 21.68 feet at <b>Holdener Construction</b> at 2608 R Street approximately 275 feet west of the Site.  The Site is also listed on the HAZNET database as <b>ABC Supply</b> for removal of unspecified oil-containing waste in 2007 and 2010.	22 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused RECs for the Site.  The following five properties are down or cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST, SLIC, and/or the EnviroStar database:  - <b>Holdener Construction</b> , 2608 R Street, approximately 275 feet west of the Site with a closed LUST case. - <b>Sacramento Plating</b> , 2809 S Street, approximately 330 feet east-southeast of the Site with an open cleanup case. - <b>Powell Materials</b> , 1802 26th Street, approximately 450 feet west-northwest of the Site with a closed LUST case. - <b>A-1 Painters, Decorators &amp; Wallpaper Hangers</b> , 2816 Street, approximately 500 feet southeast of the Site with a closed cleanup case. - <b>American Plating Works</b> , 2822 S Street, approximately 530 feet southeast of the Site with an inactive cleanup case. Based on their down- or cross-gradient locations relative to the Site, a release at these properties is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of Holdener Construction, Sacramento Plating, Powell Materials, and A-1 Painters, Decorators & Wallpaper Hangers, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStar.  <b>Nearby Properties</b> - With the exception of Sacramento Plating Inc., A-1 Painters, Decorators & Wallpaper Hangers and American Plating Works, no cases involving a release within 1/8 mile of the Site are identified on EnviroStar.	<b>1915</b> - An garage known as "Hulse & Duncan" is depicted in the northern portion of the Site. The resolution of the map is poor, however it appears that a LUST is depicted west of the garage on 27th Street. A wood and coal storage yard is south of the garage. A dwelling and two sheds are depicted on the Site. <b>1950 and 1960</b> - Tracy Lumber Supply Co. is depicted on the Site with a lumber shed and storage yard. <b>1970</b> - A roofing materials warehouse is depicted on the Site.	ABC Supply (metals and fasteners distributor)	<b>Moderate</b> - The past use of the Site as an auto repair shop and as a lumber supply company is an environmental concern for the Site. USTs and/or contamination from former automotive and lumber operations may be present in soil and/or groundwater beneath the Site.	

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
10	RICKETTS JANIE Y	1924 T Street	01000930340000	26,660	Varies from northeast to southwest at depths ranging from 19 to 34 feet at Sacramento Bee at 1801 21st Street approximately 875 feet northeast of the Site.	The Site is listed as Pacific Bell at 1925 U Street on the following databases: RCRA NonGen/NLR (no violations listed) FND5 San Co. ML (inactive no tanks) ECHO (no violations listed)	18 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	1915 - No land uses are depicted on the Site. 1950 - An office and structural steel storage yard are depicted on the Site. 1964 - An office and two storage buildings with plumbing supplies are depicted on the Site. 1968 - A store, an appliance warehouse, and a library are depicted on the Site.	Vacant multi-tenant commercial building and a parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	RICKETTS JANIE Y	1925 U Street	01000930140000	3,200								
11	PACIFIC TELEPHONE/TELEGRAPH CO	0 24th Street	01000410010000	51,400	Southeast at depths ranging from 13 to 21 feet at SBC at 1821 24th Street located adjacent to the south of the Site.	The Site is not listed on any of the databases searched by EDR.	15 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following three properties are listed on various release databases and are less than 150 feet from the Site:  Pacific Bell (SBC), 1821 24th Street, adjacent to the south (downgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline but was closed by SCMD in December 2015. Additional information about the release is summarized in the GeoTracker column.  Chrome Craft Facility (Former), 1819 23rd Street, approximately 160 feet southwest (cross-gradient) of the Site is listed on the SLC database. A release affected groundwater with hexavalent chromium and is listed as open as of October 2015. Additional information about the release is summarized in the GeoTracker column.  Consolidated Electric, 1800 24th Street, approximately 85 feet west (cross-gradient) of the Site and listed on the LUST database. A release affected only soil with gasoline but was closed by SCMD in May 1997. Based on its cross-gradient position relative to the Site and that only soil was affected, the release is unlikely to have caused an REC at the Site.  Three additional closed LUST cases are more than 500 feet upgradient of the Site, and two additional closed cases are more than 200 feet downgradient of the Site. A release from these properties is unlikely to cause an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - According to the most recent groundwater monitoring report for Pacific Bell (SBC), a gasoline and MTBE plume is greater than 60 feet south of the Site and extends southeast towards S and 25th Streets. From 2004 to 2014, petroleum hydrocarbons were not detected in groundwater samples collected from two former groundwater monitoring wells on the Site, MW-13 and MW-14. Based on the extent of the plume, the release is unlikely to have caused an REC at the Site.  According to the most recent groundwater monitoring report for Chrome Craft Facility (Former) a total chromium and hexavalent chromium plume extends away from the Site to the southeast towards 24th and S Streets. Based on the extent of the plume, the release is unlikely to have caused an REC at the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - No land uses depicted on the Site. 1950, 1960, and 1970 - Similar to the 1915 map.	AT&T parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
12	RICHARD W/PATRICIA J KINNEY TRUST	2415 5th Street	09002300010000	25,600	Variable, northwest to south to southeast at depths ranging from 3 to 13 feet at Lee's ARCO at 2400 5th Street located 90 feet west of the Site.	The associated Site address 500 X Street is listed as Larry Z Auto Works on the EDR Hist Auto database from 1999 to 2012. The Site is also listed on the HAZNET and Sac. Co. ML databases.	10 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following three properties are listed on release-related databases:  Lee's ARCO, 2400 5th Street, approximately 90 feet west (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline but was closed by SCMD in July 2008. Additional information about the release is summarized in the GeoTracker column.  Kayo Oil Co. (Jet), 2420 5th Street, approximately 100 feet west-southwest (downgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCMD in November 2001. Additional information about the release is summarized in the GeoTracker column.  Roy S Hall Trust Property, 401 Broadway, approximately 280 feet west-southwest (downgradient) of the Site is listed on the SLC database. A release affected groundwater with petroleum hydrocarbons but was closed by SCMD in May 2012. Based on its downgradient position relative to the Site, the release is unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - According to the closure summary for Lee's ARCO, COC concentrations in soil and groundwater samples collected throughout the property were less than regulatory screening levels and the case was closed. Given the closed status and cross-gradient location from the Site, the release is unlikely to have caused an REC at the Site.  According to the last groundwater monitoring report for Kayo Oil Co. (Jet), a soil vapor extraction system and groundwater remediation system operated at the property from August 1989 to January 1996. Groundwater flow was calculated to the south/southwest. Given the closed status and downgradient location from the Site, the release is unlikely to have created an REC at the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - One dwelling and one stable depicted on the Site. 1950 - Aling Iron Workshop is depicted in the western portion of the Site. A carpentry and crating building is depicted in the southeastern portion of the Site. A gas station is depicted approximately 100 feet southwest of the Site. 1960 - The iron workshop building is depicted as expanded to the east, a welding building is depicted in center of the Site, and an equipment storage structure is depicted in the eastern portion of the Site. The gas station southwest of the Site is still depicted. 1970 - A gas station is depicted on the Site.	Larry's Auto Works - Automotive Service and Repair	High - The former use of the Site as a gas station and current and former use as an auto repair shop suggest soil and groundwater at the Site may be impacted with petroleum hydrocarbons from the former operations. USTs from former gasoline and automotive operations and in-ground hydraulic fluids may also be present at the Site.







Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
21	ADAMO JOHN BENJAMIN/DIANE G	1529 21st Street	00702520190000	6,400	Relatively flat with inferred direction from northeast to southwest at depths ranging from 21 to 33 feet at Sacramento Bore at 1801 21st Street approximately 900 feet south-southwest of the Site.	The Site is not listed on any of the databases searched by EOR.	More than 50 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - Five dwellings, a machine shop and two outbuildings are depicted on the Site. The machine shop is depicted in the northwestern portion of the Site. 1950 - Six dwellings and three garages are depicted on the Site. 1960 - Three dwellings and two garages are depicted on the Site. 1970 - A dwelling/store, apartments, and parking lots are depicted on the Site.	Parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	ADAMO JOHN BENJAMIN/DIANE G	2115 P Street	00702520180000	6,400								
	YEE DONALD/JANE	2119 P Street	00702520170000	6,970								
	MOHANNA NIKKY	2123 P Street	00702520160000	6,534								
22	EVERGREEN CAP CENTER 78	1608 Q Street	00602940170000	25,600	Southwest to southeast at depths ranging from 14 to 16 feet at Orchard Supply Co. at 1731 17th Street.  approximately 630 feet southwest of the Site.	The Site is listed on the following databases:  Blood Source, 1608 Q Street; HAZNET, Sacramento Co. M.U.; Fuller O'Brien Paints, 1709 16th Street; LUST, HIST CORTESE, Sac Co.; CS/MIL, SWEEPS LUST, CA FID LUST, RCRA-SQG, FINOS, ECHO; The Glidden Co. BIA 10 Paints HAZNET, FINOS; Evergreen CAP Center HAZNET. A release associated with Fuller O'Brien Paints affected soil only with the following VOCs: Standard solvent/mineral spirits/dilutates and was closed by SCEMD in May 1996.	Over 20 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  A-1 Plating Co. (Inactive #3), 1721 16th Street, adjacent to the south of the Site is listed on the SUIIC and EnviroStor databases. The open cleanup case identifies potential COCs as PCE, TCE, and metals from a release at this facility. Additional information about this release is summarized in the EnviroStor column.  Three properties are 250 to 660 feet southeast (downgradient) of the Site and have open release cases. Based on their downgradient positions relative to the Site, a release at these properties is unlikely to have caused an REC at the Site.  Two properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases: - Sacramento Blueprint at 1720 15th Street approximately 75 feet west of the Site. - Bradford Chevron at 1430 Q Street approximately 525 feet east of the Site. Based on their cross-gradient position relative to the Site, a release at these properties is unlikely to have caused an REC at the Site.	Site - No additional information about the release is available on GeoTracker.  Nearby Properties - Capital City Plating Works, 1730 17th Street, approximately 150 feet south-southeast of the Site is listed as an open cleanup case. A release affected unspecified media with VOCs and metals. According to a Phase II ESA report for Capital City Plating Works and A-1 Plating Co., soil beneath the property is impacted with lead and soil vapor is impacted with VOCs. Based on their proximity to the Site and the results of the Phase II ESA for Capital City Plating Works and A-1 Plating Co., the releases may have impacted soil vapor and/or groundwater beneath the Site with VOCs.	Site - The Site is not listed on EnviroStor.  Nearby Properties - The DTSC prepared a PA/SI Site Screening for the former A-1 Plating Co. in 2007. A silver, brass, copper and chrome plating facility operated until 1965 or 1966. The former facility is suspected to have had wood plank floors over soil, and a release is suspected. Given its proximity to the Site, a release could have impacted the Site. Six additional properties with releases are identified on EnviroStor. These properties are greater than 300 feet from the Site and downgradient. Therefore, a release at these properties is unlikely to have caused an REC for the Site.	1915 - Two dwellings, three outbuildings, and a garage are depicted on the Site. 1950 - A restaurant is depicted in the western portion of the Site. Two dwellings and four garages are depicted in the eastern portion of the Site. 1960 - Similar to the 1950 map with the exception of a plating and auto repair shop depicted approximately 80 feet south of the Site. 1970 - A paint warehouse is depicted on the Site. The plating and auto repair shop are still depicted south of the Site. An additional auto repair shop is depicted approximately 80 feet southeast of the Site.	Blood Source and parking lot	Moderate - Impacted soil and/or groundwater may be present beneath the Site from the former LUST associated with Fuller O'Brien Paints.  Additionally, the former Capital City Plating Works and A-1 Plating Co. operations may have impacted soil vapor and/or groundwater beneath the Site with VOCs.
23	REALTY ADVISORS INC	1500 22nd Street	00702520080000	3,200	Relatively flat with inferred direction northeast to southwest at depths ranging from 21 to 33 feet at Sacramento Bore at 1801 21st Street approximately 150 feet south-southwest of the Site.	The Site is not listed on any of the databases searched by EOR.	More than 50 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - Six dwellings and a stable are depicted on the Site. 1950 - Similar to the 1950 map with the exception of two garages and an unspecified building. 1960 - Four dwellings and a garage are depicted on the Site. 1970 - Three dwellings are depicted on the Site.	Parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	REALTY ADVISORS INC	1510 22nd Street	00702520090000	3,200								
	REALTY ADVISORS INC	1514 22nd Street	00702520100000	3,200								
	REALTY ADVISORS INC	2110 O Street	00702520260000	320								
	REALTY ADVISORS INC	2116 O Street	00702520270000	6,080								
	REALTY ADVISORS INC	2120 O Street	00702520250000	6,080								
24	DOLORES N MURCHISON LIVING TRUST/ETAL	1719 13th Street	00602850200000	1,500	Northwest to east at depths ranging from 10 to 17 feet at Borden Dairy (Farmer) at 1325 S Street approximately 275 feet south of the Site.	The site address 1721 13th Street is listed on the HAZNET database as Department of Water Resources/Fac Management for disposal of laboratory waste chemicals and other inorganic solid waste.	40 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  Borden Dairy, 1325 S Street, approximately 275 feet south (upgradient) of the Site is listed on the LUST database. A release affected groundwater with petroleum hydrocarbons but was closed by SCEMD in February 2011. A groundwater monitoring well for this case and the CA Economic Development Dept case at 1808 14th Street (closed LUST), adjacent to the Site, we summarize these cases further in the GeoTracker column.  Department of Fish and Game, 1807 13th Street, approximately 180 feet south (upgradient) of the Site is listed on the LUST database as closed. Additional information about this release is summarized in the GeoTracker column.  Three closed release cases are approximately 300 to 400 feet upgradient of the Site. Two closed LUST cases are located 550 to 650 feet downgradient of the Site. Given their respective distances from the Site and their closed status, a release at these properties is unlikely to have caused an REC for the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - According to the closure reports for Borden Dairy (Former) and CA Economic Development Dept, petroleum hydrocarbons were not detected in groundwater samples collected from MW-11, located adjacent to the northwest corner of the Site. Contour maps of impacted groundwater at Borden Dairy/CA Economic Development Dept show the plume ends 110 feet south of the Site. Therefore, the release is unlikely to have created an REC at the Site.  According to the closure report for the Department of Fish and Game, VOC impacted groundwater from a release of a former Stoddard LUST in the southern portion of this property, has not migrated north onto the Site. Therefore, the release is unlikely to have created an REC at the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - Six dwellings and a storage/stable buildings are depicted on the property. 1950 - Two dwellings, a dwelling/office, and two garages are depicted in the western portion of the Site. An electrical supply warehouse is depicted in the eastern portion of the Site. 1960 - Two dwellings are depicted in the western portion of the Site. An appliance & electrical supply warehouse is depicted in the eastern portion of the Site. 1970 - Similar to the 1960 map with the exception of only one dwelling depicted in the western portion of the Site.	Department of Water Resources warehouse	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	DOLORES N MURCHISON LIVING TRUST/ETAL	1725 13th Street	00602850180000	1,700								
	DOLORES N MURCHISON LIVING TRUST/ETAL	1729 13th Street	00602850210000	6,400								
	DOLORES N MURCHISON LIVING TRUST/ETAL	1730 14th Street	00602850160000	19,200								



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
29	STATE EMPLOYEES BLDG CORP	1008 Q Street	00602740050000	6,400	Southwest at depths ranging from 12.61 to 19.97 feet at State of CA - Bonderson Bldg at 301 P Street approximately 700 feet north-northwest of the Site.	The Site is not listed on any of the databases searched by EDR.	Over 30 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following two properties are listed on various release databases:  11 & R Devoa, 1028 R Street, approximately 270 feet south (downgradient) of the Site is listed on the SUC database. A release affected groundwater and soil vapor with VOCs and is listed as an open cleanup case as of December 2014. Additional information about the release is summarized in the GeoTracker column.	Site - The Site is not listed on GeoTracker.  Nearby Properties - According to the most recent report for 11 & R Devoa, VOCs in soil vapor is the primary concern at this facility. RAOCC stated in a public notice that VOCs in groundwater at the property "do not pose a significant threat to groundwater quality." Based on its downgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - According to the most recent reports for CADA Warehouse Redevelopment Project, 1108 R Street, approximately 400 feet southeast (crossgradient) of the Site, a release affected only soil with petroleum hydrocarbons and PAHs beneath this property. The case was "ventilated" closed by DTSC in August 2004. Given its distance from the Site and that only soil was affected, the release is unlikely to have caused a REC at the Site.	1915 - Five dwellings are depicted on the Site. 1950 - Three dwellings and a garage are depicted in the western portion of the Site. A parking lot is depicted in the eastern portion of the Site. 1960 - A dwelling and a garage are depicted in the western portion of the Site with the remainder of the Site depicted as a parking lot. 1970 - Similar to the 1960 map.	Parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	STATE EMP BLDG CORP	1010 Q Street	00602740060000	6,400			Wes Lash* VW, 925 S Street, approximately 575 feet southwest (crossgradient) from the Site is listed on the LUST database. A release affected only soil with petroleum hydrocarbons but was closed in May 1991. Based on its cross gradient position relative to the Site and that only soil was affected, the release is unlikely to have caused a REC at the Site.					
	STATE EMP BLDG CORP	1022 Q Street	00602740070000	12,632								
30	STATE OF CALIFORNIA PUBLIC EMPLOYEES RET SYSTEM	1800 7th Street	00900610310000	47,044	East to Southeast at depths ranging from 8 to 22 feet at State of California Central Plant Block 261 at 625 Q Street approximately 500 feet north of the Site.	The Site is listed as Lebeck's, an inactive facility on the Sac Co. ML database (no tanks). No other pertinent information is provided on this database.	29 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  One downgradient property is listed on the SUC database. Five properties are listed on the LUST database with three down- or cross-gradient. One property with an open LUST case and two properties upgradient with closed LUST cases are summarized in the GeoTracker column.	Site - The Site is not listed on GeoTracker.  Nearby Properties - State of California Central Plant Block 261 is approximately 500 feet north of the Site (cross-gradient) with an open LUST case. A release at this facility affected groundwater with diesel. Based on its crossgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.  UNOCAL #552Q, 500 Q Street, approximately 475 feet northwest (upgradient) had a release that affected groundwater with gasoline. However, the case was closed by SCLMID in December 1995. Given its distance from the Site, the release at this former gas station is unlikely to have caused a REC at the Site.  Vacant Bldg (Union Pac Realty), 500 Q Street, approximately 650 feet northwest (upgradient) of the Site (upgradient) had a release that affected groundwater with gasoline. However, the case was closed by SCLMID in May 1997. Given its distance from the Site, the release at this former gas station is unlikely to have caused a REC at the Site.  Two groundwater monitoring wells, SPW-44 and -45, are adjacent to the east of the Site along 7th Street. They are associated with the RailYards (Former Downtown Sacramento Union Pacific RailYards) approximately 4,000 feet north of the Site. Groundwater beneath the RailYards has been impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the RailYards for approximately a 1/2 mile. Some VOCs were detected in wells SPW-44 and -45. Therefore, VOCs associated with the RailYards may be present in groundwater beneath the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - Twelve dwellings with outbuildings are depicted on the Site with a stable in the western portion of the Site and a winery building in the southern portion of the Site. Sacramento Chemical Co with a chemical warehouse is depicted approximately 20 feet south of the Site. 1950 - A furniture warehouse, a telephone company warehouse, and a dwelling with storage shed are depicted in the western portion of the Site. Seven dwellings and four garages are depicted in the eastern portion of the Site. Sacramento Chemical Co is not depicted south of the Site. 1960 - Similar to the 1950 map with the exception that the previous telephone company warehouse is depicted as a furniture warehouse. 1970 - A large warehouse with a parking lot is depicted on the Site.	Vacant commercial warehouse building	Moderate - Groundwater beneath the Site may be impacted with VOCs from the RailYards.
31	BRAY MICHAEL/RICHARD V DICKIARA BYPASS TRUST/ETAL	1727 7th Street	00602640280000	6,226	East to Southeast at depths ranging from 8 to 22 feet at State of California Central Plant Block 261 at 625 Q Street, approximately 300 feet north of the Site.	The Site is not listed on any of the databases searched by EDR.	23 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Four properties within a 1/8 mile of the Site are listed on the LUST database and one property is listed on the SUC database. Three of the properties on the LUST database and the property on the SUC database are greater than 300 feet from the Site and their releases affected only soil. Therefore, the releases at these properties are unlikely to have caused a REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - Based on the most recent reports for this State of California Central Plant Block 261, a release at this facility affected groundwater with diesel but the release has not migrated beneath the Site. Additionally, the LUST case is eligible for closure as of September 2013. Therefore, the release is unlikely to have caused a REC at the Site.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - Seven dwellings are depicted on the Site. 1950 - Similar to the 1915 map with the exception of two garages depicted in the northern portion of the Site. 1960 - Six dwellings are depicted in the southern and western portions of the Site. A portion of The Sacramento Union (a newspaper company) consisting of a press room and paper storage rooms are depicted in the eastern portion of the Site. 1970 - A newspaper company and a parking lot are depicted on the Site.	Parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	BRAY MICHAEL/RICHARD V DICKIARA BYPASS TRUST/ETAL	0 7th Street	00602640230000	13,028			One of the properties on the LUST database is open and upgradient of the Site: State of California Central Plant Block 261. Information about this case is summarized in the GeoTracker column.					



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
32	GATELY ENTRPRISES LLC	1906 Capitol Avenue	00701440210000	25,600	Southwest at depths ranging from 10 to 15 at Han's Car Wash at 1901 L Street approximately 700 feet north-northeast of the Site.	The Site is not listed on any of the databases searched by EOR.	28 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  One property within 1/8 mile of the Site is listed as closed on the LUST database: <b>Swigard Property</b> , 1831 L Street, approximately 525 feet north (cross-gradient) had a release that affected soil with gasoline. However the case was closed by RWQCA in September 1998. Given its distance from the Site, cross-gradient position relative to the Site and its closure status, the release at this property is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - The <b>Swigard Property</b> is the only case listed on GeoTracker within a 1/8 mile from the Site. Its release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1911</b> - Railroad tracks are depicted bisecting the central portion of the Site. <b>1915</b> - Dwellings are depicted in the northern and southern portions of the Site. <b>1950, 1960, and 1970</b> - Similar to the 1915 map.	Parking lot	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
33	STATE OF CALIFORNIA	1520 13th Street	00602220120000	3,049	Generally flat to south at depths ranging from 9 to 17 feet at <b>GA Economic Development Dept</b> at 1808 14th Street approximately 1,000 feet southeast of the Site.	The Site and adjacent property to the west is on the US Brownfields database as <b>CADA Properties Site 222</b> located on block 222 bounded by O & P Streets, 12th and 13th Streets. According to the listing, funding was provided to complete a Phase II ESA and cleanup of soil impacted with lead, PAHs, and petroleum products.	32 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  One property within a 1/8 mile of the Site is listed on US Brownfields database: <b>Fremont Community Garden</b> , 1401 Q Street, approximately 607 feet southeast of the Site is listed for cleanup of soil impacted with lead, pesticides, arsenic and PAHs. Given its distance from the Site and that only soil was affected, these impacts are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Groundwater monitoring well SPW-55 is adjacent to the southwest of the Site along P Street. This well is associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> approximately 4,000 feet northwest of the Site. Groundwater beneath the Railyards has been impacted with various VOCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately a 1/2 mile. Some VOCs were detected in groundwater samples collected from well SPW-55, and therefore may be present in groundwater beneath the Site.  Two closed cleanup cases are greater than 500 feet southeast of the Site and listed as releases that affected only soil. Based on their distance from the Site, and that only soil was affected, the releases are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Eight dwellings and apartments are depicted on the Site. <b>1950</b> - Seven dwellings are depicted on the Site. A garage is depicted in the northwestern and in the northeastern portions of the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - Parking lots are depicted in the eastern portion of the Site.	Parking lot	<b>Moderate</b> - groundwater beneath the Site may be impacted with COCs from the <b>Railyards</b> .
	STATE OF CALIFORNIA	1522 13th Street	00602220130000	3,140								
	STATE OF CALIFORNIA	1217 P Street	00602220180000	6,534								
	STATE OF CALIFORNIA	1221 P Street	00602220170000	6,534								
	STATE OF CALIFORNIA	1227 P Street	00602220160000	6,534								
	STATE OF CALIFORNIA	1229 P Street	00602220150000	6,534								
34	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	1703 7th Street	00602640030000	3,200	East to Southeast at depths ranging from 8 to 22 feet at <b>State of California Central Plant Block 261</b> at 625 Q Street approximately 125 feet northwest of the Site.	The Site is not listed on any of the databases searched by EOR.	35 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Four properties within a 1/8 mile of the Site are listed on the LUST database and one property is listed on the SUC database. Three of the properties on the LUST database and the property on the SUC database are greater than 300 feet from the Site and their releases affected only soil. Therefore, the releases at these properties are unlikely to have caused a REC at the Site.  One of the properties on the LUST database is open and upgrated of the Site: <b>State of California Central Plant Block 261</b> . Information about this case is summarized in the GeoTracker column.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Based on the most recent reports for this <b>State of California Central Plant Block 261</b> , a release at this facility affected groundwater with diesel but the release has not migrated beneath the Site. Additionally, the LUST case is eligible for closure as of September 2013. Therefore, the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Ten dwellings are depicted on the Site. <b>1950</b> - Seven dwellings are depicted on the Site. An office and another unidentified structure are depicted in the southwestern portion of the Site. is depicted a garage is depicted in the northwestern and in the northeastern portions of the Site. <b>1960</b> - Five dwellings are depicted on the Site. A store is depicted in the eastern portion of the Site. An office and another unidentified structure are depicted in the southwestern portion of the Site. <b>1970</b> - A store is depicted in the central and eastern portions of the Site. An auto repair shop is depicted in the southwestern portion of the Site. Another auto repair shop is depicted adjacent to the eastern of the northern portion of the Site.	Parking lot	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	1711 7th Street	00602640020000	3,600								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	1715 7th Street	00602640010000	2,800								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	0 8th Street	00602640020000	3,200								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	0 Q Street	00602640080000	4,000								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	702 Q Street	00602640040000	3,200								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	706 Q Street	00602640050000	6,827								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	712 Q Street	00602640060000	6,000								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	718 Q Street	00602640070000	2,400								
	JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	720 Q Street	00602640090000	6,400								
JB COMPANY MANAGEMENT LIMITED PARTNERSHIP	726 Q Street	00602640100000	3,200									
35	STATE OF CALIFORNIA	1401 16th Street	00602330270000	9,600	Relatively flat to southwest at a depth ranging from 15 to 18 feet at Mercury Cleaners at 1419 16th Street approximately 20 feet south of the Site.	The Site address, 1401 16th Street is listed on the HST Auto Database as a gas station (with various business names) which operated from as early as 1933 to sometime after 1975. It is also listed as automotive repair in 1980.  <b>Capitol Area Development Authority</b> (1401 16th Street) and <b>Capitol Optical Company</b> (1409 16th Street) are listed on the Sac Co MI database as inactive. Both listings indicate "No Tanks".	Over 40 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC for the Site.  <b>Mercury Cleaners</b> is listed on the SUC database with an open cleanup case which is summarized in the GeoTracker column.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the most recent groundwater monitoring report for <b>Mercury Cleaners</b> , a release at this former dry cleaner affected groundwater with PCE, TCE, cis-1,2-DCE, Stoddard solvent, and total petroleum hydrocarbons as diesel. Groundwater impacts extend beneath the Site. Soil vapor beneath the former dry cleaner and Site are also impacted with PCE. Remediation and monitoring efforts are ongoing. The release has caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No properties within a 1/8-mile of the Site are listed on EnviroStor.	<b>1915</b> - Five dwellings are depicted on the Site. <b>1950</b> - A gas station, two stores, a plumbing shop, and two dwellings are depicted on the Site. <b>1964</b> - Different configuration of the gas station and no plumbing shop, otherwise the map is similar to the 1950 map. <b>1970</b> - Similar to the 1964 map.	Enterprise Rental Car, Simon's Bar & Cafe, and Hand in Hand Development Center (a day care center)	<b>High</b> - Groundwater beneath the Site is impacted with dry cleaning chemicals and petroleum hydrocarbons from <b>Mercury Cleaners</b> .  In addition, the past use of the Site as a gas station suggests that there might be undocumented USTs beneath the Site. We did not find any information indicating that a release occurred at this former gas station; however an undocumented release could have potentially impacted soil and groundwater beneath the Site and therefore is an REC for the Site.
	STATE OF CALIFORNIA	1413 16th Street	00602330010000	3,049								
	STATE OF CALIFORNIA	1610 N Street	00602330040000	6,534								
	STATE OF CALIFORNIA	1614 N Street	00602330050000	6,534								

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
36	VOIT OCEANSIDE PARTNERS LLC	1900 Capitol Avenue	0070144020000	25,600	Southwest at depths ranging from 10 to 15 at Harv's Car Wash at 1901 L Street approximately 350 feet north-northeast of the Site.	The historical address 1309 19th Street is listed on the EDR Hist Auto database as the following: - <b>Kaiser WR</b> operated in 1952 - <b>Harvey Auto Top and Glass Co.</b> operated in 1956	45 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Three properties with closed LUST cases are greater than 300 feet north and/or north-northeast and cross-gradient of the Site. Based on their cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker  <b>Nearby Properties</b> - The three closed LUST cases within 1/8 mile of the Site are also listed on GeoTracker and are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - Three vehicle garages, an automotive repair shop, and a dwelling are depicted on the Site. An approximate 200 to 250-gallon gasoline UST is depicted adjacent to the north with another depicted adjacent to the west. <b>1950</b> - An automotive repair shop, a photo finishing store, a paint store, a newspaper company (The Sacramento Union) with a composing room and press room, and a dwelling. The USTs depicted on the 1915 map, are depicted on the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - A parking lot, offices, and the Sacramento Union are depicted on the Site	Commission on Teacher Credentialing (two-story office building)	<b>Moderate</b> - The gasoline USTs depicted on the 1915 Sanborn map may not have been abandoned and therefore may still be present adjacent to the Site.  The past use of the Site as an auto repair shop suggests that there might be undocumented USTs beneath the Site. An undocumented onsite release could have potentially impacted soil and groundwater beneath the Site and therefore represents a potential environmental concern.
37	LVP REVOCABLE TRUST	2020 J Street	00701450140000	17,600	Southwest at depths ranging from 10 to 15 at Harv's Car Wash at 1901 L Street approximately 600 feet northwest of the Site.	The Site is listed on the HAZNET database as <b>Louie J Pappas &amp; Coula DBA Pappas Investments, Inverness Management LLC</b> and <b>State of California Air Resources</b> for removal of unspecified solvent mixture (in 1998), other inorganic solid waste (in 2011), and latex waste (in 2008, 2009, and 2011).  The Site is also listed on the Sacramento Co. ML as <b>Estates Co LLC</b> . No other information is provided on this database.	35 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  <b>Harv's Car Wash</b> is listed on the LUST database with a release that affected groundwater with gasoline. The case was closed by SCEMD in October 1997. This car wash is cross-gradient of the Site, therefore the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Harv's Car Wash is the only case listed on GeoTracker within a 1/8 mile from the Site, and its release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Four dwellings and a garage are depicted on the Site. <b>1950</b> - Similar to the 1915 map. <b>1960</b> - A store/dwelling and apartments are depicted in the northeastern portion of the Site. A doctor's office is depicted in the southeastern portion of the Site. A boarding house is depicted in the western portion of the Site. <b>1970</b> - No land uses are depicted on the Site.	Parking lot	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
38	STATE OF CALIF PUBLIC EMPS RET SY	1801 3rd Street	00900510060000	108,900	East to Southeast at a depths ranging from 8 to 22 feet at <b>State of California Central Plant Block 261</b> at 625 Q Street approximately 1,100 feet east-northeast of the Site.	The Site is not listed on any of the databases searched by EDR.	Over 30 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  Two properties with closed LUST cases are greater than 450 feet northeast of the Site and cross-gradient of the Site. One property listed on the SAC database with an open cleanup case is approximately 400 south (downgradient) of the Site. Based on their cross-to downgradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - The two closed LUST cases and the open cleanup case within 1/8 mile of the Site are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1916</b> - Thomson-Diggs Co's Heavy Hardware (wire products and iron and steel) warehouse, National Biscuit Co's warehouse, a planning mill with a storage shed/copper shop, and a dwelling are depicted in the northern portion of the Site. Melon & Son's (wagon and auto repair shop), seven dwellings, and a store are depicted in the southern portion of the Site. <b>1950</b> - Thomson-Diggs Co's is depicted on most of the Site. Two dwellings, a garage, and a store are depicted in the southwestern portion of the Site. <b>1960</b> - Similar to the 1950 map with the exception that one less dwelling is depicted in the southwestern portion of the Site. <b>1970</b> - Only Thomson-Diggs Co's is depicted on the Site.	Parking lot	<b>Moderate</b> - Thomson Digg's Co. Heavy Hardware is depicted on the Sanborn Maps as having operated onsite with commercial/light industrial and auto repairs. These past operations could have potentially impacted soil and groundwater with petroleum products and/or metals beneath the Site.
39	BVPG VENTURES LLC (CARROWS RESTAURANT ET AL)	2812 J Street	00701130260000	25,600	South at depths ranging from 14 to 21 feet at <b>ARCO #2183</b> at 2828 J Street adjacent to the east of the Site.	The Site is not listed on any of the databases searched by EDR.	Twelve properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  <b>ARCO #2183</b> is cross-gradient of the Site and listed on the LUST database with a release that affected groundwater with gasoline. Additional information about this release is summarized in the GeoTracker column.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - The most recent groundwater monitoring report for <b>ARCO #2183</b> shows that petroleum hydrocarbons were not detected in the groundwater samples from groundwater monitoring well MW-11 (collected from 2007 to 2013), in the eastern portion of the Site. However, petroleum hydrocarbons had been detected in groundwater samples from well MW-4 (collected from 1997 to 2013), approximately 20 feet east of the northern portion of the Site. The LUST case was closed by SCEMD in September 2014 allowing remaining petroleum hydrocarbons in groundwater to naturally attenuate. Although this gas station is cross-gradient of the Site, the release could have impacted groundwater beneath the northeastern portions of the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Five stores and various outbuildings are depicted on the Site. <b>1950</b> - Butter Cream Bakery is depicted with several stores and storage spaces on the Site. <b>1960 and 1970</b> - Similar to the 1950 map with the exception that the onsite bakery is labeled as "Interstate Bakeries Corp.". A gas station is depicted approximately 50 feet to the southeast of the Site.	Parking lot. ARCO gas station adjacent to the east.	<b>Moderate</b> - Undocumented USTs may be present beneath the Site based on the past use of the Site as a commercial bakery which may have included a delivery fleet and fueling. If there are USTs present beneath the Site, an undocumented release from them could have impacted soil and groundwater beneath the Site.  In addition, groundwater beneath the northeastern portion of the Site maybe impacted with petroleum hydrocarbon from the adjacent gas station.
40	WESTMINSTER PRESBYTERIAN CHURCH	1301 O Street	00602230160000	3,200	Relatively flat depth ranging from 15 to 18 feet at Mercury Cleaners at 1419 16th Street approximately 1,000 feet east-southeast of the Site.	The Site is not listed on any of the databases searched by EDR.	27 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Nine dwellings and apartments are depicted on the Site. <b>1950</b> - Similar to the 1915 map with the exception of one less dwelling depicted onsite. <b>1960</b> - Five dwellings, apartments, and a parking lot are depicted on the Site. <b>1970</b> - A parking lot is depicted on the Site.	Parking lot	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.
	WESTMINSTER PRESBYTERIAN CHURCH	1305 O Street	00602230150000	3,200								
	WESTMINSTER PRESBYTERIAN CHURCH	1309 O Street	00602230190000	3,920								
	WESTMINSTER PRESBYTERIAN CHURCH	1315 O Street	00602230130000	6,534								
	WESTMINSTER PRESBYTERIAN CHURCH	O Street	00602230200000	2,614								
	WESTMINSTER PRESBYTERIAN CHURCH	1419 13th Street	00602230180000	3,049								
WESTMINSTER PRESBYTERIAN CHURCH	1421 13th Street	00602230170000	3,200									



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
45	JOHN DAILEY TRUST	2201 J Street	00700930250000	20,800	Varies from south to southwest at depths ranging from 9 to 19 feet. at Lawrence Mayflower Moving & St at 908 20th Street approximately 900 feet northwest of the Site.	The Site is listed on the HAZNET, RCRA-SQG, FINOS, ECHO, and Sacramento Co. ML databases as <b>Kits Camera #107</b> , <b>Mike's Camera</b> , and <b>Ritz/Kits Camera #968</b> . The Site is listed on the HAZNET database for the removal of metal sludge in 1993 and 1994 and photochemical & photo processing waste in 1996 through 1998.	26 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site with the exception of <b>Woodard-Ficetti Cleaners</b> . This active dry cleaner, 2201 J Street, is approximately 70 feet north (upgradient) of the Site and listed on various databases including DRYCLEANERS, SWEEPS UST, ENVIROSTOR, and EDR Hist Cleaner. These databases indicate that this dry cleaner has been active from as early as 1942 and that it has a 300-gallon UST. Although this dry cleaner has no reported releases, it is active and upgradient of the Site. Therefore, an undocumented release at this dry cleaner could have potentially impacted groundwater beneath the Site.  <b>Mid-Town Office Center</b> , 2020 J Street, approximately 600 feet west-northwest (cross-gradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in March 1996. Because only soil was affected, the release is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of <b>Mid-Town Office Center</b> , no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No pertinent information about <b>Woodard-Ficetti Cleaners</b> is available on EnviroStor. No other cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - Four dwellings and two outbuildings are depicted on the Site. <b>1950</b> - Two dwellings with outbuildings, a store, and apartments are depicted on the Site. <b>1960</b> - Two dwellings, three offices, and two parking lots are depicted on the Site. <b>1970</b> - Four offices, one dwelling, and two parking lots are depicted on the Site.	Multi-tenant retail commercial building with Mike's Camera, Midtown Framing, Kidermusik (a day care center), and a parking lot. <b>Woodard-Ficetti Cleaners</b> is north of the Site.	<b>Moderate - Woodard-Ficetti Cleaners</b> may have had an undocumented/unauthorized release that could have potentially impacted groundwater beneath the Site and therefore represents a potential environmental concern for the Site.
46	2157/K ST VENTURE LLC	2015 K Street	00700850150000	12,800	Varies from south to southwest at depths ranging from 9 to 19 feet. at Lawrence Mayflower Moving & St at 908 20th Street approximately 550 feet north of the Site.	The Site is listed on the EDR Hist Auto database as <b>adarganti Louis Rear</b> , 2015 K Street, which operated in 1996.	62 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site. The following two properties are listed on various release databases:  <b>Mid-Town Office Center</b> , 2020 J Street, approximately 30 feet north (upgradient) of the Site is listed on the LUST database. A release affected soil only with gasoline and was closed by SCEMD in March 1996. Because only soil was affected, the release is unlikely to have caused an REC at the Site.  <b>Lawrence Mayflower Moving &amp; St</b> is upgradient of the Site and listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in May 2011. Additional information about this release is summarized in the GeoTracker column.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the last groundwater monitoring report for <b>Lawrence Mayflower Moving &amp; St</b> , petroleum hydrocarbons were not detected in the groundwater samples collected from the closest groundwater monitoring well (MW-4) to the Site (from 2004 to 2010), approximately 400 feet north of the Site. The release is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - Six dwellings and a shed are depicted on the Site. <b>1950</b> - Five dwellings and a residence hall are depicted on the Site. <b>1960</b> - A parking lot is depicted on the Site. <b>1970</b> - A restaurant and a parking lot are depicted on the Site.	Parking lot	<b>Moderate</b> - The past use of the Site as an auto repair shop suggests that there might be undocumented USTs beneath the Site. We did not find any information indicating that a release occurred at this former auto repair shop; however an undocumented onsite release could have potentially impacted soil and groundwater beneath the Site and therefore represents a potential environmental concern.
	MIDTOWN BUILDING INVESTMENT CO	2025 K Street	00700850080000	6,400								
47	FIRST METHODIST CH OF SACTO	2124 J Street	00700910020000	12,800	Varies from south to southwest at depths ranging from 9 to 19 feet. at Lawrence Mayflower Moving & St at 908 20th Street approximately 750 feet northwest of the Site.	The Site is listed on the HAZNET, RCRA-SQG, FINOS, ECHO, and Sacramento Co. ML databases as <b>Kits Camera #107</b> , <b>Mike's Camera</b> , and <b>Ritz/Kits Camera #968</b> . The Site is listed on the HAZNET database for the removal of metal sludge in 1993 and 1994 and photochemical & photoprocessing waste in 1996 through 1998.	48 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site, and therefore are unlikely to have caused an REC at the Site with the exception of <b>Woodard-Ficetti Cleaners</b> . This active dry cleaner, 2201 J Street, is approximately 100 feet northeast (upgradient) of the Site and listed on various databases including DRYCLEANERS, SWEEPS UST, ENVIROSTOR, and EDR Hist Cleaner. These databases indicate that this dry cleaner has been active from as early as 1942 and that it has a 300-gallon UST. Although this dry cleaner has no reported releases, it is active and upgradient of the Site. Therefore, an undocumented release at this dry cleaner could have potentially impacted groundwater beneath the Site.  <b>Mid-Town Office Center</b> , 2020 J Street, approximately 400 feet west-northwest (cross-gradient) of the Site is listed on the LUST database. A release affected only soil with gasoline but was closed by SCEMD in March 1996. Because only soil was affected, the release is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of <b>Mid-Town Office Center</b> , no cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No pertinent information about <b>Woodard-Ficetti Cleaners</b> is available on EnviroStor. No other cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Seven dwellings and six outbuildings are depicted on the Site. <b>1950</b> - Four dwellings, two stores, four garages, and apartments are depicted on the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - A store and a garage are depicted on the Site.	Loffings Lighting (retail shop), a parking lot, a three-car garage, and a playground. <b>Woodard-Ficetti Cleaners</b> is northeast of the Site.	<b>Moderate - Woodard-Ficetti Cleaners</b> may have had an undocumented release that could have potentially impacted groundwater beneath the Site and therefore represents a potential environmental concern for the Site.
	FIRST METHODIST CH OF SACTO	2130 J Street	00700910110000	12,632								



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
54	PINE COVE PROPS LLC	2827 F Street	0030540250000	12,982	Southwest to southeast at depths ranging from 12 to 22 feet at <b>Chevron #9-5632</b> at 2821 E Street, approximately 250 feet north-northeast of the Site.	<p>The Site is not listed on any of the databases searched by EDR.</p> <p>Four properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>Four properties within 1/8 mile of the Site are listed on the LUST database. Two of these properties are down- or cross-gradient of and greater than 500 feet from the Site; therefore releases associated with these properties are unlikely to have caused a REC at the Site.</p> <p><b>Chevron #9-5632</b>, 2821 E Street (aka 430 29th Street) is upgradient. A release affected groundwater with gasoline, but was closed by SCEMD in October 2009. Additional information about the release is summarized in the GeoTracker column.</p> <p><b>Bosko-Ijubisavlucic</b>, 400 29th Street, is approximately 450 feet north-northeast (upgradient) of the Site. A release affected only soil with gasoline, but the case was closed by SCEMD in June 1988. Because only soil was affected, the release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker.</p> <p><b>Nearby Properties</b> - Based on the last groundwater monitoring report for <b>Chevron #9-5632</b>, TPH<sub>3</sub>, benzene, and MTBE were not detected in the samples collected from groundwater monitoring well MW-8 from 2005 to 2008, approximately 20 feet north of the Site. Based on the most recent analytical data from the closest well to the Site, the release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.</p>	<p><b>Sanborn Fire Insurance Maps</b></p> <p><b>1915</b> - Two dwellings are depicted on the Site.</p> <p><b>1950</b> - Four dwellings are depicted on the Site.</p> <p><b>1960</b> - Similar to the 1950 map.</p> <p><b>1970</b> - A gas station is depicted on the Site.</p>	<p>Former gas station with fuel island and service shop. A suspected former UST location is in the southern portion of the Site.</p>	<p><b>High</b> - The Site had a gas station from as early as 1970. We did not find any information indicating that a release occurred at this former gas station; however an undocumented onsite release could have potentially impacted soil and groundwater beneath the Site and therefore represents an REC. In addition, undocumented USTs may be present beneath the Site.</p>	
55	EARLE JEFFREY D/JANE L EGGERT/ROBERT M LHE/ETAL	925 16th Street	0060064012000	12,800	West to west-southwest at depths ranging from 13 to 21 feet at former onsite <b>Chevron #9-4176</b> .	<p>The Site is listed on various databases including the LUST database as <b>Chevron #9-4176</b>. A release affected groundwater with gasoline, but the LUST case was closed by SCEMD in March 2011. No other pertinent information is provided on this database. Additional information about the release at this former gas station is summarized in the GeoTracker column.</p> <p><b>Chevron #9-4176</b> is also listed on the SWEEPS UST database for having two 30,000-gallon and one 5,000-gallon gasoline USTs.</p> <p>The Site is also listed on the EDR Hist Cleaner database as <b>Ficetti Dry Cleaning Co</b>, which operated in 1933. No other pertinent information is provided on this database.</p>	<p>30 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following four properties are listed on release-related databases:</p> <p><b>Warehouse (Vacant)</b>, 1630 I Street, approximately 160 feet northeast (upgradient) of the Site is listed on the LUST database. A release affected groundwater, but the LUST case was closed by SCEMD in April 1999. Additional information about this property is summarized in the GeoTracker column.</p> <p><b>Unocal #5382</b>, 1600 H Street, approximately 470 feet north (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but the LUST case was closed by SCEMD in October 2004. No other pertinent information is provided on this database. Based on its cross-gradient position relative to the Site, this release is unlikely to have caused a REC at the Site.</p> <p><b>Niello Chevrolet</b>, 1701 K Street, approximately 500 feet south-southeast (cross-gradient) of the Site, is listed on the LUST database. A release affected groundwater with gasoline, but the LUST case was closed by SCEMD in September 1997. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused a REC at the Site.</p> <p><b>Sacramento Redevelopment Agency</b>, 1622 K Street, approximately 550 feet south (cross-gradient) of the Site, is listed on the LUST and SLIC databases. A release at this facility affected groundwater with petroleum hydrocarbons and VOCs. The LUST and cleanup cases were closed by SCEMD in June 2006. Based on its cross-gradient position relative to the Site, the release at this facility is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - According to the closure letter from SCEMD for <b>Chevron #9-4176</b>, petroleum hydrocarbons are still present in soil and groundwater beneath the Site.</p> <p><b>Nearby Properties</b> - According to the closure letter from SCEMD for <b>Warehouse (Vacant)</b>, petroleum hydrocarbons are present in groundwater beneath this former facility. Based on its upgradient position relative to the Site, the release at this facility may have potentially impacted groundwater beneath the Site.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.</p>	<p><b>Sanborn Fire Insurance Maps</b></p> <p><b>1915</b> - Four dwellings and four stores are depicted on the Site.</p> <p><b>1950</b> - Eight stores, an office, and a used car lot are depicted on the Site. A gas station/auto repair shop is depicted north of the Site and another is depicted adjacent to the east of the Site.</p> <p><b>1960</b> - Similar to the 1950 map.</p> <p><b>1970</b> - Similar to the 1960 map with the exception that the gas station depicted north of the Site is configured differently.</p>	<p>Parking lot</p>	<p><b>High</b> - Groundwater beneath the Site is impacted with petroleum hydrocarbons from the former onsite gas station.</p> <p>The past use of the Site as a dry cleaner (<b>Ficetti Dry Cleaning Co</b>) suggests that dry cleaning chemicals may have been used on the Site. An undocumented release of these chemicals could have potentially impacted soil and/or groundwater beneath the Site and therefore is an REC for the Site.</p>







Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Off-Site Properties	GeoTracker	EnviroStor			
62	MONTEREY/GREAT PACIFIC CORP	414 L Street	00601430350000	11,200	Varies from south to southeast at depths ranging from 15 to 20 feet at Lot X City of Sacramento Development Site southwest of the intersection of Capitol Mall and 3rd Street approximately 200 feet west-southwest of the Site.	The Site is listed on the Sacramento Co. ML as <b>Sacramento Savings Bank</b> . No pertinent information is provided on this database.  The Site is also listed on the HAZNET database as <b>SIP Corporation</b> for removal of asbestos containing waste and material containing PCBs in 2011.	60 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  <b>Capitol Gateway</b> , 301 Capitol Mall, approximately 180 feet west (cross-gradient) of the Site is listed on the SLC database. A release affected groundwater with gasoline, but was closed by SCMD in February 2005. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 1,900 feet north-northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - <b>Sacramento Downtown Arena</b> at 500 David J Stern Walk, approximately 100 feet northeast (cross-gradient) of the Site, and <b>Mixed Use Tower and City Parking</b> at the southeastern corner of 5th and J Streets, approximately 600 feet north-northeast (cross-gradient) of the Site, are listed on EnviroStor. Both facilities are listed on EnviroStor for DTSC monitoring their respective dewatering activities. No releases from these facilities are reported on EnviroStor. No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>Quality of Suburban maps are very poor 1915</b> - Numerous dwellings and stores are depicted on the Site. <b>1950</b> - A movie theater was in the western portion of the Site. Two dwellings were depicted in the central portion of the Site. A bakery, a restaurant, and stores were depicted in the eastern portion of the Site. <b>1960</b> - The western portion of the Site is similar to the 1950 map. Several vacant structures are depicted in the eastern portion of the Site. <b>1970</b> - The western portion of the Site is similar to the 1960 map. An office and parking lot are depicted in the eastern portion of the Site.	Parking lot	<b>Moderate</b> - Groundwater may be impacted with VOCs associated with the <b>Railyards</b> .
	MONTEREY/GREAT PAC CORPORATION	424 L Street	00601430380000	27,360								
63	SAMARZICH WAYNE N/CHERYLA	1117 J Street	0060470100000	15,600	Southwest at depths ranging from 14 to 18 feet at <b>Discount Tire</b> at 1200 J Street approximately 200 feet northeast of the Site.	The Site is not listed on any of the databases searched by EDR.  The Site is also listed on the HAZNET database as <b>The J Street Associates</b> for removal of asbestos containing waste in 1999. An undocumented release at this former gas station could have potentially impacted groundwater beneath the Site.  The Site is also listed on the EDR Hist Auto database as <b>Gribbin W J</b> as an automobile parking garage that operated in 1928.	247 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following four properties are listed on various release databases:  <b>Elks Building</b> , 921 11th Street, adjacent to the west (cross-downgradient) of the Site is listed on the LUST database. A release affected groundwater with diesel, but was closed by SCMD in December 1993. Based on its cross-downgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.  <b>Discount Tire</b> is upgradient of the Site and listed on the LUST database. A release affected groundwater with gasoline, but the case was closed by SCMD in April 2008. Additional information about the release is summarized in the GeoTracker column.  Two of the four properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:  - <b>1225 J Street Commercial Property</b> approximately 260 feet north-northeast of the Site  - <b>Chevron #9-9015 (Former)</b> , 901 10th Street, approximately 500 feet west-northwest of the Site.  Based on their cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the closure letter from SCMD for <b>1225 J Street Commercial Property</b> , the groundwater plume extends less than 75 feet southwest from the source area at this former facility. Based on its distance relative to the Site and the extent of the groundwater plume, the release is unlikely to have caused a REC at the Site.  Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 2,300 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - Seven stores are depicted on the Site. <b>1950</b> - No land uses are depicted on the Site. <b>1960 and 1970</b> - Similar to the 1950 map.	Parking lot	<b>Moderate</b> - Groundwater beneath the Site may be impacted with petroleum hydrocarbons and VOCs from <b>Discount Tire</b> , and/or an unknown upgradient source.  In addition, groundwater may be impacted with VOCs associated with the <b>Railyards</b> .
64	10TH/J LIMITED PARTNERSHIP	1023 J Street	00600440130000	16,000	Southwest at depths ranging from 14 to 31 feet at <b>Discount Tire</b> at 1200 J Street approximately 530 feet east of the Site.	The Site is listed on the RCRA-SQG, FINS, and ECHO databases as <b>Sacramento City of Tree Services</b> . No pertinent information about this facility is provided on these databases.  The Site is also listed on the HAZNET database as <b>The J Street Associates</b> for removal of asbestos containing waste in 1999. An undocumented release at this former gas station could have potentially impacted groundwater beneath the Site.  The Site is also listed on the EDR Hist Auto database as <b>Gribbin W J</b> as an automobile parking garage that operated in 1928.	43 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site with the exception of <b>Parino Natch</b> , a former gas station listed on the EDR Hist Auto database. This former gas station was at 1030 J Street, approximately 100 feet north-northeast (upgradient) of the Site. An undocumented release at this former gas station could have potentially impacted groundwater beneath the Site.  The following five properties are listed on various release databases:  <b>1225 J Street Commercial Property</b> is upgradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases. A release affected groundwater with diesel, but was closed by SCMD in November 2012. Additional information about the release is summarized in the GeoTracker column.  Four of the five properties are cross-downgradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:  - <b>Chevron #9-9015 (Former)</b> , 901 10th Street, approximately 100 feet west-northwest of the Site.  - <b>Elks Building</b> , 921 11th Street, approximately 150 feet east-southeast of the Site.  - <b>Sacramento City Hall</b> , 915 J Street, approximately 360 feet northwest of the Site.  - <b>Discount Tire</b> , 1200 J Street, approximately 530 feet east of the Site.  Based on their cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the closure letter from SCMD for <b>1225 J Street Commercial Property</b> , the groundwater plume extends less than 75 feet southwest from the source area at this former facility. Based on its distance relative to the Site and the extent of the groundwater plume, the release is unlikely to have caused a REC at the Site.  Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 2,000 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - Central Valley Stable with various stables are depicted on the Site. <b>1950</b> - Two stores, an office, two garages, a structure labeled "washing", and a parking lot are depicted on the Site. A gas station is depicted approximately 150 feet northeast of the Site. A car wash/gas station is depicted approximately 100 feet north of the Site. Another gas station is depicted approximately 100 north-northwest of the Site. <b>1960</b> - Similar to the 1950 map with the exception of the structure labeled "washing" previously is depicted as a garage and the gas station north-northeast of the Site is not depicted. <b>1970</b> - An office with a basement parking lot is depicted on the Site. The gas station northwest of the Site and the car wash/gas station north of the Site are depicted similarly to the 1960 map.	Vacant two-story multi-tenant commercial building	<b>Moderate</b> - If an undocumented release occurred at the former <b>Parino Natch</b> gas station, it could have potentially impacted groundwater beneath the Site and therefore represents a potential environmental concern.  In addition, groundwater may be impacted with VOCs associated with the <b>Railyards</b> .

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
65	HOSPITALITY SACRAMENTO L.P.	1613 H Street	00201740240000	25,600	West to west-southwest at depths ranging from 13 to 21 feet at <b>Chevron #9-4176</b> at 1603 J Street, approximately 700 feet south-southwest of the Site.	<p>The Site on the EDR Hit Auto database as <b>Chuck S Flying A Service</b> which operated as a gas station and auto repair shop from as early as 1928 to sometime after 1975.</p> <p>The following three properties are listed on various release databases:</p> <p><b>Former Unocal #5382</b>, 1600 H Street, approximately 50 feet south (cross- to down-gradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCMD in October 2004. This former gas station is unlikely to have caused an REC at the Site.</p> <p><b>Former 16th &amp; G Streets Service Station Site</b>, 631 16th Street, approximately 250 feet north (cross-gradient) of the Site is listed on the LUST database. A release affected only soil with gasoline but was closed by SCMD in May 2011. Based on its cross-gradient position relative to the Site and that only soil was affected, the release is unlikely to have caused an REC at the Site.</p> <p><b>Warehouse (Vacant)</b>, 1630 I Street, approximately 500 south of the Site (cross-gradient) is listed on the LUST database. A release affected groundwater with gasoline but the case was closed by SCMD in April 1999. Based on its cross-gradient position relative to the Site, the release at this former facility is unlikely to have caused an REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker; however two former groundwater monitoring wells (MW-5 and CH-1) associated with the <b>Unocal #5382</b> LUST case were in the western portion of the Site. Petroleum hydrocarbons were detected in the samples collected from these wells, which confirms an REC on the Site.</p> <p><b>Nearby Properties</b> - With the exception of former Unocal #5382, former 16th &amp; G Streets Service Station Site and Warehouse (Vacant), no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	<p><b>1915</b> - Three dwellings depicted on the Site.</p> <p><b>1950</b> - Two dwellings and an auto repair shop are depicted on the Site. "Gas &amp; Oil" and "Green" are depicted at the auto repair shop.</p> <p><b>1960</b> - Similar to the 1950 map.</p> <p><b>1978</b> - A gas station is depicted on the Site.</p>	Parking lot	<p><b>High</b> - Groundwater beneath the Site is impacted with petroleum hydrocarbons.</p> <p>The past use of the Site as a gas station/auto repair shop suggests that there might be undocumented USTs beneath the Site. Groundwater monitoring on the Site identified petroleum hydrocarbons in groundwater beneath the Site.</p>	
66	SIDOIQUI FAMILY PARTNERSHIP/JAVED T SIDOIQI/ANMA  SIDOIQI AMNA J/JAVED T  CIM REIT LP NEWCO 1 L P/PMC COMMERCIAL TRUST	712 J Street  714 J Street  716 J Street	00600940040000  00600940050000  00600940090000	3,200  3,241  25,559	Varies from southwest to southeast at depths ranging from 11 to 22 feet at <b>Greyhound Bus Terminal</b> at 715 L Street approximately 400 feet west-northwest of the Site.	<p>The Site is not listed on any of the databases searched by EDR.</p> <p>The following five properties are listed on various release databases:</p> <p><b>SHRA (aka SACTO Housing)</b>, 917 8th Street, approximately 380 feet north-northeast (up to cross-gradient) of the Site is listed on the RGA LUST and Sacramento Co. CS databases. The LUST case is listed as closed. No other pertinent information about this release is provided on these databases. Based on its distance from the Site, the release is unlikely to have caused an REC at the Site.</p> <p><b>Sacramento County Jail</b>, 651 I Street, approximately 600 feet north (cross- to up-gradient) of the Site is listed on the LUST database. A release affected groundwater with diesel and is listed as open as of March 2007. No additional information is provided on this database or GeoTracker. Based on its distance relative to the Site, the release is unlikely to have caused an REC at the Site.</p> <p>Three of the five properties are down or cross gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:</p> <ul style="list-style-type: none"> <li>- <b>Greyhound Bus Terminal</b>, 715 L Street, approximately 300 feet south-southwest of the Site</li> <li>- <b>Louie Brothers Garage</b>, 805-809 L Street, approximately 450 feet south of the Site</li> <li>- <b>Federal Building - GSA</b>, 801 I Street, approximately 550 feet northeast of the Site.</li> </ul> <p>Based on their down to cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused an REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker.</p> <p><b>Nearby Properties</b> - Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located with 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 1,600 feet north-northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - <b>Sacramento Downtown Arena</b> at 500 David J Stern Walk, approximately 400 feet west of the Site (cross-to down-gradient), and <b>Mixed Use Tower and City Parking</b> at the southeastern corner of 5th and J Streets, approximately 580 feet west-northwest of the Site (cross-gradient), are listed on EnviroStor. Both facilities are listed on EnviroStor for DTSC monitoring their respective dewatering activities. No releases from these facilities are reported on EnviroStor. No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	<p><b>1915</b> - Seven stores, three offices, a saloon, two banks (People's Savings Bank and Farmer's Mechanics Bank) are depicted on the Site.</p> <p><b>1950</b> - Two stores, three offices, a restaurant, a hotel, and a Bank of America are depicted on the Site.</p> <p><b>1960</b> - Similar to the 1950 map with the exception of an additional bank depicted on the Site.</p> <p><b>1979</b> - A restaurant, a store, and a Bank of California are depicted on the Site.</p>	Six-story parking structure, Emergency Ball Bonds, and a vacant lot	<p><b>Moderate</b> - Groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b>.</p>	

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Off-Site Properties	GeoTracker	EnviroStor			
67	GATELY ENTERPRISES LLC/IB COMPANY MANAGEMENT LP	1201 I Street	00600510130000	8,000	Southwest at depths ranging from 14 to 39 feet at <b>Discount Tire</b> at 1201 I Street approximately 50 feet south of the Site.	The Site is listed on various databases including EDR Hist Auto database as the following: - <b>Robbins Flying A Service</b> which operated from as early as 1933 to sometime after 1966; - <b>Allen G E</b> (auto repair shop) which operated from as early as 1923 to sometime after 1928; and - <b>Benedek H F</b> (auto repair shop) which operated in 1923.	255 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following five properties are listed on various release databases:  - <b>Mueller Property</b> , 1228 H Street, adjacent to the northeast (upgradient) of the Site is listed on the LUST database. A release affected soil only, but was closed by SCEMD in December 1994. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.  - <b>Discount Tire</b> is cross- to downgradient of the Site and listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in April 2006. Additional information about the release is summarized in the GeoTracker column.  - <b>Sacramento Convention</b> , 1100 14th Street, approximately 500 south (cross- to downgradient) of the Site is listed on the Sacramento Co. CS database. A release affected only soil and was closed (at an unknown date). Because only soil was affected, the release is unlikely to have caused a REC at the Site.  Two of the five properties are downgradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases: - <b>1125 I Street Commercial Property</b> approximately 60 feet west of the Site. - <b>Ellis Building</b> , 921 11th Street, approximately 500 feet southwest of the Site. Based on their downgradient position relative to the Site, a release at these properties is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the closure letter from SCEMD for <b>Discount Tire</b> , soil and groundwater were impacted with petroleum hydrocarbons and VOCs at this former facility. SCEMD stated that the "groundwater contamination for gasoline constituents is defined. The extent and source of VOCs in groundwater beneath the site is unknown, however, the source appears to be off-site and upgradient." Petroleum hydrocarbons and VOCs were detected in groundwater samples collected in January 2004 from three borings (GP-2 through GP-4) along I Street adjacent to the south of the Site. The proximity of these borings to the Site and detections of VOCs in groundwater samples from them, suggest that groundwater beneath the Site may be impacted with VOCs.  Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located with 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 2,300 feet northwest of the Site. Groundwater beneath the Railyards has been impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. The VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs associated with the Railyards south plume.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	<b>1915</b> - Sacramento Brewing Co is depicted in the central and southwestern portions of the Site. Three dwellings are depicted in the northwestern portion of the Site. Stables are depicted in the northern portion of the Site. A blacksmith and auto repair shop is depicted in the eastern portion of the Site. A 100-gallon gasoline tank is depicted at the Sacramento Brewing Co adjacent to I Street. <b>1950</b> - A gas station, an auto repair shop, an auto tops & upholstery shop, and a parking lot are depicted on the Site. <b>1960</b> - Similar to the 1950 map with the exception that some of the structures at the auto repair shop are not depicted. <b>1970</b> - Similar to the 1960 map with the exception that the auto tops & upholstery shop previously depicted is a motorcycle service shop.	Parking lot	<b>High</b> - Groundwater beneath the Site may be impacted with petroleum hydrocarbons and VOCs from either its past use as a gas station (auto repair shop and/or from an unknown source).  In addition, groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b> south plume.
	GATELY ENTERPRISES LLC/IB COMPANY MANAGEMENT LP	1201 I Street	00600510170000	6,400								
	GATELY ENTERPRISES LLC/IB COMPANY MANAGEMENT LP	1201 I Street	00600510160000	6,400								
	GATELY ENTERPRISES LLC/IB COMPANY MANAGEMENT LP	1201 I Street	00600510140000	6,400								
	GATELY ENTERPRISES LLC/IB COMPANY MANAGEMENT LP	1201 I Street	00600510150000	12,800								
68	ATRIUM FINANCE LP	1025 3rd Street	00600870490000	42,045	South to Southwest at depths ranging from 10 to 30 feet at EDR.	The Site is not listed on any of the databases searched by EDR.	Nine properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following three properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases: - <b>Parking Lot D (510 Downtown Pk)</b> , 428 I Street, approximately 150 feet east-southeast of the Site. - <b>Sacramento Railyard</b> , 401 I Street, approximately 570 feet northeast of the Site. - <b>Safety Garage</b> , at 801 5th Street, approximately 650 feet northeast of the Site. Based on their cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located with 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 780 feet north of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - <b>Sacramento Downtown Arena</b> at 500 David Stern Walk, approximately 600 feet southeast of the Site (cross-gradient), and <b>Mixed Use Tower and City Park</b> at the southeastern corner of 5th and J Streets, approximately 600 feet south-southeast of the Site (cross-gradient), are listed on EnviroStor. Both facilities are listed on EnviroStor for DTSC monitoring their respective dewatering activities. No releases from these facilities are reported on EnviroStor. No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>Quality of Sanborn maps are very poor!</b> <b>1915</b> - Numerous stores are depicted on the Site. <b>1950</b> - Similar to the 1915 map with the exception that the Anchor Hotel depicted on the Site and a gas station is depicted approximately 100 feet northeast of the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - No land uses are depicted on the Site. A gas station is still depicted northeast of the Site.	Parking lot	<b>Moderate</b> - Groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b> .  In addition, the former gas station approximately 100 feet northeast of the Site, and depicted on the Sanborn maps, may have had an undocumented release that could have potentially impacted groundwater beneath the Site and therefore represents a potential environmental concern.
69	GORDON L/CORRINE KING TRUST/ETAL	1210 G Street	00201620020000	6,640	Southwest at depths ranging from 13 to 39 feet at 1125 I Street Commercial Property approximately 600 feet southwest of the Site.	The Site is listed the EDR Hist Auto database as <b>G-12 Shop</b> an auto repair shop that operated from as early as 1952 to sometime after 1956.  The Site is also listed on the HAZNET database as <b>Stafford King Weibe Architects</b> for removal of off-specification, aged or surplus organic waste in 1997.	51 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following three properties are listed on various release databases:  - <b>PDR Park and Gas</b> , 1200 F Street, approximately 300 feet north (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with other solvent or non-petroleum hydrocarbons, but was closed by SCEMD in October 2005. No other pertinent information is provided on this database or on GeoTracker. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused a REC at the Site.  - <b>Mueller Property</b> , 1228 H Street, approximately 280 feet south (cross-gradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in December 1994. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.  - <b>1125 I Street Commercial Property</b> is downgradient of the Site and is listed on the LUST database. A release affected groundwater with diesel, but the case was closed in November 2012. Based on its downgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of PDR Park and Gas, <b>Sacramento Union Pacific Railyards</b> are located with 1/8 mile of the Site are identified on GeoTracker. No cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1915</b> - A bottle department and storage/loading warehouses which are part of Sacramento Brewing Co's Rubastler Brewery are depicted in the western portion of the Site. Two dwellings and a garage are depicted in the eastern portion of the Site. A 10,000-gallon crude oil tank is depicted approximately 40 feet south of the Site. <b>1950</b> - An auto repair shop is depicted in the western portion of the Site. A dwelling is depicted in the eastern portion of the Site. A gas station is depicted approximately 60 feet south of the Site. A gas station is depicted approximately 100 feet west of the Site. Another gas station is depicted approximately 150 feet northwest of the Site. <b>1960</b> - Similar to the 1950 map with the exception of the following: an auto repair shop and a furniture warehouse are depicted in the western portion of the Site. The gas station previously depicted west of the Site is not depicted. <b>1970</b> - Similar to the 1960 map with the exception of the following: A parking lot is depicted in the eastern portion of the Site. The gas station previously depicted south of the Site is not depicted.	Commercial building and a parking lot	<b>Moderate</b> - The past use of the Site as an auto repair shop suggests that there might be undocumented USTs beneath the Site. We did not find any information indicating that a release occurred at this former auto repair shop; however, an undocumented onsite release could have impacted soil and groundwater beneath the Site and therefore represents a potential environmental concern.
	GORDON L/CORRINE KING TRUST/ETAL	1220 G Street	00201620030000	18,960								
	GORDON L/CORRINE KING TRUST/ETAL	1224 G Street	00201620040000	6,400								

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
70	ABOLGHASEM/FATEMEH HAKIMIAN TRUST	526 16th Street	00201320250000	19,200	Southwest at depths ranging from 15 to 29 feet at Blue Diamond Growers is at 1802 Street approximately 1,200 feet northeast of the Site.	<p>The Site is listed on the HIST LUST and SWEEPS LUST databases as National Car Rental for having three 10,000-gallon gasoline USTs and one 250-gallon waste oil UST.</p> <p>The Site is also listed on the EDR Hist Auto database as a-1 Douglas and Capital Texaco which operated from as early as 1970 to sometime after 1975.</p>	<p>36 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following three properties are listed on various release databases:</p> <p><b>Loomis Armored Inc.</b>, 1717 E Street, approximately 600 feet east-northeast (upgradient) of the Site is listed on the LUST database. A release affected soil only with diesel, but was closed by SCEMD in April 1992. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p> <p><b>Salvation Army</b>, 1615 D Street, approximately 600 feet north-northeast (cross- to upgradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in November 1997. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p> <p><b>Former 16th &amp; G Streets Service Station Site</b>, 631 16th Street, approximately 330 feet south of the Site (cross-to downgradient) is listed on the LUST database. A release affected soil only with gasoline was closed by SCEMD in May 2011. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker.</p> <p><b>Nearby Properties</b> - With the exception of Loomis Armored Inc., Salvation Army, and Former 16th &amp; G Streets Service Station Site, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	<p><b>1915</b> - Five dwellings and a garage are depicted on the Site.</p> <p><b>1950</b> - Similar to the 1915 map.</p> <p><b>1960</b> - Similar to the 1950 map.</p> <p><b>1970</b> - A gas station is depicted on the Site.</p>	Auto Class Now and a parking lot	High - Based on its past use as a gas station, petroleum hydrocarbons may be present in soil and groundwater beneath the Site.
71	SALVATION ARMY	511 16th Street	00201360030000	3,200	Southwest at depths ranging from 15 to 29 feet at Blue Diamond Growers is at 1802 Street approximately 900 feet northeast of the Site.	<p>The Site is listed on the Hist Cleaners database as Ben S Laundry (at 511 16th Street) which operated from as early as 1956 to sometime after 1966. The name of this business suggests that it was a laundromat and not a dry cleaner.</p>	<p>41 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following three properties are listed on various release databases:</p> <p><b>Loomis Armored Inc.</b>, 1717 E Street, approximately 300 feet east (upgradient) of the Site is listed on the LUST database. A release affected only soil with diesel but was closed by SCEMD in April 1992. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p> <p><b>Salvation Army</b>, 1615 D Street, approximately 400 feet north-northeast (cross-gradient) of the Site is listed on the LUST database. A release affected only soil with gasoline but was closed by SCEMD in November 1997. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p> <p><b>Former 16th &amp; G Streets Service Station Site</b>, 631 16th Street, approximately 300 feet south-southwest (cross-gradient) of the Site is listed on the LUST database. A release affected only soil with gasoline was closed by SCEMD in May 2011. Because only soil was affected at this facility, the release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker.</p> <p><b>Nearby Properties</b> - With the exception of Loomis Armored Inc., Salvation Army, and Former 16th &amp; G Streets Service Station Site, no cases involving a release within 1/8 mile of the Site were identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.</p>	<p><b>1915</b> - Seven dwellings and a stable are depicted on the Site.</p> <p><b>1950</b> - Four dwellings, a restaurant, apartments, and three garages are depicted on the Site. A gas station is depicted approximately 100 feet northwest of the Site.</p> <p><b>1960</b> - Two dwellings, apartments, two store/dwellings, and three garages are depicted on the Site.</p> <p><b>1970</b> - Similar to the 1960 map with the exception of the following: the gas station northwest of the Site is not depicted. A gas station is approximately 80 feet north of the Site. Another gas station is depicted approximately 100 feet southwest of the Site.</p>	Vacant lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
	SALVATION ARMY	515 16th Street	00201360020000	3,200								
	SALVATION ARMY	1600 E Street	00201360040000	3,200								
	SALVATION ARMY	1604 E Street	00201360050000	3,200								
	SALVATION ARMY	1608 E Street	00201360060000	3,200								
	SALVATION ARMY	1612 E Street	00201360070000	3,200								
	SALVATION ARMY	1612 E Street	00201360080000	6,400								
72	SIDIQUI AMNA //JAVED T	1200 F Street	00201610010000	17,600	South-southeast at depths ranging from 10 to 20 feet at Mohawk 55 (Former Texaco) at 424 12th Street approximately 500 feet north of the Site.	<p>The Site is listed on various databases including the LUST database as POR Park and Gas. A release affected groundwater with other solvent or non-petroleum hydrocarbons, but was closed by SCEMD in October 2005. No other pertinent information is provided on this database or on GeoTracker. The SWEEPS LUST database lists two 12,000-gallon and one 10,000-gallon gasoline USTs. The EDR Hist Auto database lists the Site as a gas station from as early as 1966 to sometime after 1999.</p> <p>The Site is also listed on the HAZNET database as <b>Delta Pacific Commercial, Inc.</b> for removal of unspecified oil-containing waste in 1999.</p>	<p>24 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following two properties are listed on various release databases:</p> <p><b>Boys &amp; Girls Club Park</b>, at 1120 F Street, approximately 150 feet west (cross-gradient) of the Site is listed on the SLC database. A release affected soil only with PAHs, chloride, and lead, but was closed by SCEMD in June 2009. Because only soil was affected, the release is unlikely to have caused a REC at the Site.</p> <p><b>Mohawk 55 (Former Texaco)</b> is approx. 500 feet upgradient from the Site. A release affected groundwater with gasoline, but was closed by SCEMD in May 2004. No other pertinent information is provided on this database or on GeoTracker. Based on its distance from the Site and the closure of the case, the release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - No additional information pertaining to the closed LUST for POR Park and Gas is available on GeoTracker. It appears that SCEMD closed the Site allowing petroleum hydrocarbons to remain in soil and groundwater beneath the Site and naturally attenuate.</p> <p><b>Nearby Properties</b> - With the exception of Mohawk 55 (Former Texaco) and Boys &amp; Girls Club Park, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	<p><b>1915</b> - Six dwellings are depicted on the Site.</p> <p><b>1950</b> - No land uses are depicted on the Site. A gas station is depicted approximately 80 feet southwest of the Site.</p> <p><b>1960</b> - A few sheds and a gas &amp; oil storage yard are depicted on the Site.</p> <p><b>1970</b> - Similar to the 1960 map.</p>	Parking lot	High - Soil and groundwater beneath the Site may be impacted with petroleum hydrocarbons from its past use as a gas station.

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
73	SALVATION ARMY	1913 D Street	00300730140000	6,800	Varies from west to southwest at depths ranging from 14 to 24 feet at Crest Distributors at 470 16th Street approximately 1300 feet west-southwest of the Site.	The Site is not listed on any of the databases searched by EDR.	35 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following three properties are listed on various release databases:  Blue Diamond Growers, 1802 C Street, approximately 350 feet west (downgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline and was closed by SCEMD in December 2004. Based on its downgradient position relative to the Site, the release is unlikely to have caused an REC at the Site.  Victory Building, 1814 D Street, approximately 350 feet west (downgradient) of the Site is listed on the LUST database. A release affected only soil with gasoline was closed by SCEMD in July 1997. Because only soil was affected at this facility and that it's located downgradient of the Site, the release is unlikely to have caused an REC at the Site.  Loarbs Armored Inc., 1717 E Street, approximately 650 feet west-southwest (downgradient) of the Site is listed on the LUST database. A release affected only soil with diesel but was closed by SCEMD in April 1992. Because only soil was affected at this facility, the release is unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - With the exception of Blue Diamond Growers, Victory Building, and Loarbs Armored Inc., no cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	Sanborn Fire Insurance Maps  (Quality of Sanborn maps are very poor) 1915 - 12 Dwellings and a few outbuildings are depicted on the Site. 1926 - Nine dwellings, a store, and a few outbuildings are depicted on the Site. 1960 - Similar to the 1950 map. 1970 - A warehouse and a few outbuildings are depicted on the Site.	A communication transmission tower and Salvation Army Collection Center with a warehouse and trailer parking	Low - The communication transmission tower may have a backup generator with a fuel storage tank.
	SACRAMENTO NORTHERN RAILWAY	1912 C Street	00300730050000	6,534								
	SALVATION ARMY	301 19th Street	00300730040000	3,200								
	SALVATION ARMY	305 19th Street	00300730030000	3,200								
	SALVATION ARMY	313 19th Street	00300730200000	14,400								
	SALVATION ARMY	321 19th Street	00300730210000	20,400								
74	HARVEGO REAL ESTATE LLC	1121 Front Street	00600720250000	19,705	Varies from south to southeast at depths ranging from 15 to 20 feet at Lee X City of Sacramento Development Site southwest of the intersection of Capitol Mall and 3rd Street approximately 700 feet south of the Site.	The Site is not listed on any of the databases searched by EDR.	29 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	1915 - A whole produce storage warehouse, three stores, and a stable are depicted on the Site. 1952 - A vacant warehouse and three storage buildings are depicted on the Site. 1960 - No land uses are depicted on the Site. 1970 - Similar to the 1960 map.	Parking lot	Low - Unlikely to encounter impacted soil or groundwater at the Site.
75	COUNTY OF SACRAMENTO	800 F Street	00201440010000	108,900	South to Southwest at depths ranging from 10 to 30 feet at Railyards (Former Downtown Sacramento Union Pacific Railyards) at 501 Jibboom approximately 700 feet west-northwest of the Site.	The Site is not listed on any of the databases searched by EDR.	39 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following two properties are listed on various release databases:  Sheriff Adm Bldg, 711 G Street, is approximately 200 feet west-northwest (cross-gradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in September 1986. Because only soil was affected, the release is unlikely to have caused an REC at the Site.  Downtown Parking Garage, 725 7th Street, approximately 200 feet southwest (downgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in June 2011. Based on its downgradient position relative to the Site, the release is unlikely to have caused an REC at the Site.	Site - The Site is not listed on GeoTracker.  Nearby Properties - Several groundwater monitoring wells associated with the Railyards (Former Downtown Sacramento Union Pacific Railyards) are located within 1/8 mile of the Site. The Railyards are at 601 Jibboom approximately 700 feet west-northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Due to its proximity to the Railyards, groundwater beneath the Site may be impacted with VOCs.	Site - The Site is not listed on EnviroStor.  Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	1915 - St. Joseph's Academy boarding school is depicted on the Site. 1950 - St. Joseph's Parochial School is depicted on the Site. A gas station is depicted approximately 100 feet southwest of the Site. 1960 - Similar to the 1950 map. 1970 - Similar to the 1960 map with the exception of that the gas station southwest of the Site is not depicted.	Jury duty parking lot	Moderate - Groundwater beneath the Site may be impacted with VOCs associated with the Railyards.

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
76	KHARA GURPREET S/GURSEWAK S SIDHU/NACHHATAR SINGH	424 12th Street	00201150130000	19,200	South-southeast at depths ranging from 10 to 20 feet at former onsite Mohawk SS (Former Texaco) at 424 12th Street.	The Site is listed on various databases including the LUST database as Mohawk SS (Former Texaco). A release affected groundwater with gasoline, but was closed by SCEMD in May 2004.	47 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.	Site - No additional information on the closed LUST case for Mohawk SS (Former Texaco) is available on GeoTracker. It appears that SCEMD closed the Site allowing petroleum hydrocarbons to remain in soil and groundwater beneath the Site and naturally attenuate.	Site - The Site is not listed on EnviroStor.	1911 - Ten dwellings, four garages, a wagon shed, boy's club rooms, and a storage structure are depicted on the Site.	Vacant lot and vacant commercial building (former E Street Gallery & Studios)	High - Soil and groundwater beneath the Site may be impacted with petroleum hydrocarbons from its past use as a gas station.
	MALDONADO ROBERT/MONICA	1115 E Street	00201150150000	12,800	The Site is on the EDR Hist Auto database as Expert Auto Repair at 1115 E Street which operated in 1980.	The Site is on the HAZNET database as Roger and Lynn Swanson for removal of asbestos containing waste in 1995.	LA Valencia Development, 317 12th Street, approximately 150 feet northeast (cross- to upgradient) of the Site is listed on the SUC database. A release affected soil only (with an unspecified contaminant) and was closed by SCEMD in October 2010. Because only soil was affected, the release is unlikely to have caused a REC at the Site.	Nearby Properties - With the exception of LA Valencia Development, Hobbs Battery, POR Park and Gas, and Boys & Girls Club Park, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	1959 - Seven dwellings and Curtain Laundry (in the southwestern dwelling) are depicted on the Site. A gas station is depicted approximately 80 feet south of the Site.		
	SWANSON ROGER STR/KAREN S DEDMAN/TR/ETAL	1117 E Street	00201150140000	6,400			Hobbs Battery, 410 10th Street, approximately 500 feet north-northeast (upgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in July 1997. Based on its distance from the Site, the release is unlikely to have caused a REC at the Site.	POR Park and Gas, 1200 F Street, and Boys & Girls Club Park, 1120 F Street, are both approximately 500 feet south (downgradient) of the Site and have closed cleanup or LUST cases associated with them. Based on their downgradient position relative to the Site, the releases are unlikely to have caused a REC at the Site.		1950 - The map depicts "gas & oil in yard", an auto wash, greas 'g, a store in the eastern portion of the Site. A telephone equipment repair structure is depicted in the western portion of the Site. Gas station south of the Site is still depicted.		
77	8TH/F STREETS LAND DEVELOPERS LLC	516 8th Street	00201020110000	9,600	South to Southwest at depths ranging from 20 to 30 feet at Railyards (Former Downtown Sacramento Union Pacific Railyards) at 501 Jibboom approximately 180 feet west of the Site.	The Site is listed on the EDR Hist Cleaner database as Speed Wash Coin Operated Laundry which operated from as early as 1966 to sometime after 1975. This cleaner is listed as a "self serve" laundry facility and therefore not a dry cleaner.	Eight properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.	Site - The Site is not listed on GeoTracker.	Site - The Site is not listed on EnviroStor.	(Quality of Sanborns maps are very poor)	Vacant lot	Moderate - Groundwater beneath the Site may be impacted with VOCs associated with the Railyards.
	TSAKOPOULOS INVESTMENTS LLC	711 F Street	00201020150000	6,400			The following two properties are listed on various release databases:	Nearby Properties - Several groundwater monitoring wells associated with the Railyards (Former Downtown Sacramento Union Pacific Railyards) are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 180 feet west-northwest of the Site.	Nearby Properties - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	1911 - It appears that four dwellings are depicted on the Site.		
	CAPITOL LANDING PARTNERS LLC	717 F Street	00201020140000	9,280			Sheriff Adm Bldg, 711 G Street, is approximately 250 feet south-southwest (downgradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in September 1986. Because only soil was affected, the release is unlikely to have caused a REC at the Site.	Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Due to its proximity to the Railyards, groundwater beneath the Site may be impacted with VOCs.		1950 - Apartments, two dwellings, and four garages are depicted on the Site.		
	CAPITOL LANDING PARTNERS LLC	719 F Street	00201020130000	3,485			Downtown Parking Garage, 725 7th Street, approximately 480 feet south-southwest (downgradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in June 2011. Based on its downgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.			1960 - Similar to the 1950 map with the exception of a store/dwelling and a parking lot depicted on the Site.		
8TH/F STREETS LAND DEVELOPERS LLC	721 F Street	00201020120000	9,600						1970 - Similar to the 1960 map.			
78	MARYVILLE CA CONGREGATION OF JEHOVAHS WITNESSES	308 14th Street	00200840030000	25,600	Southeast at depths ranging from 12 to 31 feet at former Purily Oil at 1324 A Street approximately 500 feet north of the Site.	The Site is listed on the HIST LUST database as Brake Meyer Delivery at 308 14th Street for having one 8,000-gallon diesel UST and one 2,000-gallon gasoline UST.	61 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.	Site - The Site is not listed on GeoTracker.	Site - The Site is not listed on EnviroStor.	1915 - 12 dwellings, three sheds and a barn are depicted on the Site.	Jim Vendley Air Conditioning, a vacant warehouse, and a parking lot	Moderate - Soil and groundwater beneath the Site could potentially be impacted with petroleum hydrocarbons due to the past use of diesel and gasoline USTs onsite.
	JAMES E VENDLEY FAMILY TRUST B	1300 C Street	00200840010000	12,800		The Site is also listed on the HAZNET database as Vendley Air Conditioning and Ref at 1310 C Street for removal of paint sludge, surplus organics, liquids with halogenated organic compounds, unspecified oil-containing waste in 1998.	The following four properties are listed on various release databases:	Nearby Properties - With the exception of Purily Oil, SHRA Property, Hobbs Battery, and LA Valencia Development, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.	Nearby Properties - With the exception of Purily Oil, no cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	1950 - A pump & pipe sales and service warehouse and three dwellings are depicted in the western portion of the Site. A motor freight station warehouse and a parking lot are depicted in the eastern portion of the Site.		
	JAMES E VENDLEY FAMILY TRUST C	1310 C Street	00200840020000	12,800			Purily Oil is cross-gradient of the Site and is listed on the LUST, QIC, and ENVIROSTOR databases. A release affected groundwater with chlorinated hydrocarbons, lead, diesel, and waste oil. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused a REC at the Site.	SHRA Property (or Contaminated Property), 1200 A Street, approximately 500 feet north (cross-gradient) of the Site is listed on the LUST database. A release affected soil only with lead and petroleum hydrocarbons, but was closed by SCEMD in January 2003. Because only soil was affected, the release is unlikely to have caused a REC at the Site.		1960 - Similar to the 1950 map with the exception that two of the dwellings are not depicted.		

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
79	GLOBE MILLS DEVELOPMENT LLC	201 14th Street	00200850600000	21,938	Southeast at depths ranging from 12 to 31 feet at former Purity Oil at 1324 A Street approximately 150 feet north of the Site.  The Site is also listed on the HAZNET database as <b>Globe Mills Development, LLC</b> at 214 15th Street for removal of unknown waste in 2013 and <b>Automatic Transmission Disassemblers</b> at 212 15th Street for removal of unspecified containing waste and other organic solids in 1994 through 1998 and 2004 through 2006.	The Site is listed on multiple databases including the HIST UST database as <b>Condor Freight Lines Inc.</b> at 216 15th Street for having one 10,000 gallon diesel UST and one 2,000-gallon gasoline UST.  The following two properties are listed on various release database:  <b>Purity Oil</b> is upgradient of the Site and is listed on the LUST, SUC, and ENVIROSTOR databases. A release affected groundwater with chlorinated hydrocarbons, lead, diesel, and waste oil. Additional information about the release is summarized in the GeoTracker column.  <b>SHRA Property (or Contaminated Property)</b> , 1200 A Street, approximately 600 feet northwest (upgradient) of the Site is listed on the LUST database. A release affected soil only with lead and petroleum hydrocarbons, but was closed by SCEMD in January 2003. Because only soil was affected, the release is unlikely to have caused an REC at the Site.	66 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following two properties are listed on various release database:  <b>Purity Oil</b> is upgradient of the Site and is listed on the LUST, SUC, and ENVIROSTOR databases. A release affected groundwater with chlorinated hydrocarbons, lead, diesel, and waste oil. Additional information about the release is summarized in the GeoTracker column.  <b>SHRA Property (or Contaminated Property)</b> , 1200 A Street, approximately 600 feet northwest (upgradient) of the Site is listed on the LUST database. A release affected soil only with lead and petroleum hydrocarbons, but was closed by SCEMD in January 2003. Because only soil was affected, the release is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the most recent groundwater monitoring report for <b>Purity Oil</b> , VOCs were detected in samples collected from groundwater monitoring well MW-178 located adjacent to the west of the Site along 14th Street. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - With the exception of Purity Oil, no cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	(No Sanborn maps available for the Site)	Various vacant and occupied warehouses. No business names displayed on the exterior of the warehouses.  In addition, groundwater beneath the Site may be impacted with VOCs from the former <b>Purity Oil</b> facility.	<b>Moderate</b> - Soil and groundwater beneath the Site could potentially be impacted with petroleum hydrocarbons due to the past use of diesel and gasoline USTs onsite.  In addition, groundwater beneath the Site may be impacted with VOCs from the former <b>Purity Oil</b> facility.
	GLOBE MILLS DEVELOPMENT LLC	216 15th Street	00200850400000	55,757								
	GLOBE MILLS DEVELOPMENT LLC	216 15th Street	00200850300000	11,260								
	GLOBE MILLS DEVELOPMENT LLC	1401 C Street	00200850050000	17,600								
80	ALAN C/CAROLYN E MARKIS REVOCABLE LIVING TRUST	216 13th Street	00200810050000	1,960	Southeast at depths ranging from 12 to 31 feet at former Purity Oil at 1324 A Street approximately 300 feet north-northeast of the Site.  The Site is listed on the HAZNET database as <b>Brugge's Body Frame</b> for removal of aqueous solution with total organic residues and unspecified oil-containing waste in 1996 and 2000, respectively.	57 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site.  The following five properties are cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:  - <b>Hobbs Battery</b> , 410 10 Street, approximately 270 feet west of the Site. - <b>Purity Oil</b> , 1324 A Street, approximately 300 feet north-northeast of the Site. - <b>SHRA Property (or Contaminated Property)</b> , 1200 A Street, is approximately 300 feet north of the Site. - <b>LA Valentia Development</b> , 317 12th Street, is approximately 600 feet northeast of the Site. - <b>Globe Mill Historic Adaptive Reuse Project</b> , 1131 C Street, approximately 600 feet west-northwest of the Site. Based on their cross-gradient position relative to the Site, a release at these properties are unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - With the exception of Hobbs Battery, Purity Oil, SHRA Property, LA Valentia Development, and Globe Mill Historic Adaptive Reuse Project, no cases involving a release within 1/8 mile of the Site were identified on GeoTracker.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - With the exception of Purity Oil, no cases involving a release within 1/8 mile of the Site were identified on EnviroStor.	(No Sanborn maps available for the Site)	A warehouse, a garden, and vacant land	<b>Low</b> - Unlikely to encounter impacted soil or groundwater at the Site.	
	ALAN C/CAROLYN E MARKIS REVOCABLE LIVING TRUST	218 13th Street	00200810060000	2,120								
	VERBRUGGE DAVID J	1219 C Street	00200810180000	12,800								
	MERIN WILLIAMS FAMILY TRUST	1221 C Street	00200810210000	5,910								
81	ALLEN WILLIAM R	213 13th Street	00200830010000	49,223	Southeast at depths ranging from 12 to 31 feet at former Purity Oil at 1324 A Street approximately 150 feet north of the Site.  The Site is listed on the EDR Hist Auto database as <b>Verby Bros Inc</b> which operated an auto repair shop from as early as 1950 to sometime after 1956.  The Site is also listed on the Sacramento Co. ML database as <b>Black Rock Automotive</b> . No other information provided on this database.  The Site is also listed on the HAZNET database as <b>Verby Sight</b> for removal of unspecified oil-containing waste in 2008.	76 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused an REC at the Site with the exception of <b>Amador Stage Lines</b> , 1331 C Street. This facility is adjacent to the east (cross- to downgradient) of the Site and listed on the SWIEPS UST database for having one 10,000-gallon gasoline, one 10,000-gallon diesel, one 5,000-gallon diesel, and one 1,000-gallon waste oil UST. We did not find any information indicating that a release occurred at this facility.  The following three properties are listed on various release database:  <b>Purity Oil</b> is upgradient of the Site and listed on the LUST, SUC, and ENVIROSTOR databases. A release affected groundwater with chlorinated hydrocarbons, lead, diesel, and waste oil. Additional information about the release is summarized in the GeoTracker column.  <b>SHRA Property (or Contaminated Property)</b> , 1200 A Street, approximately 300 feet northwest (upgradient) of the Site is listed on the LUST database. A release affected soil only with lead and petroleum hydrocarbons and was closed by SCEMD in January 2003. Because only soil was affected, the release is unlikely to have caused an REC at the Site.  <b>Hobbs Battery</b> , 410 10 Street, approximately 450 feet west (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in July 1997. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused an REC at the Site.  <b>North 12th Street Social Services Site</b> at 1221 and 1223 North A Street and 111 North 12th Street, approximately 600 feet north-northwest (upgradient) of the Site and listed on EnviroStor and SUC databases. Soil at this former facility is impacted with lead due to illegal dumping. The cleanup case is listed as inactive as of October 2010. Because only soil was affected, the release at this facility is unlikely to have caused an REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the most recent groundwater monitoring report for <b>Purity Oil</b> , VOCs were detected in samples collected from groundwater monitoring well MW-168 located adjacent to the south of the Site along C Street. Groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - North 12th Street Social Services Site is approximately 650 feet northwest (upgradient) of the Site is listed on EnviroStor. A release affected soil only with lead and case is inactive as of October 2010. Because only soil was affected, the release is unlikely to have caused an REC at the Site.	(No Sanborn maps available for the Site)	Black Rock Automotive and Amador Stage Lines bus parking lot. An 10,000-gallon fuel AST on the 1317 C Street parcel.	<b>Moderate</b> - Groundwater beneath the Site may be impacted with VOCs from <b>Purity Oil</b> and petroleum hydrocarbons if an undocumented release occurred from fuel USTs on the adjacent <b>Amador Stage Lines</b> property.  In addition, the onsite fuel AST represents a material threat of a release.	
	MAGEE CLARK	1301 C Street	00200830060000	9,600								
	MAGEE CLARK	1313 C Street	00200830050000	12,800								
	ALLEN WILLIAM R	1317 C Street	00200830040000	10,400								

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
82	HEARST-ARGYLE STATIONS INC	829 D Street	00200610110000	77,972	South to Southwest at depths ranging from 10 to 30 feet at <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> at 501 Jibboom approximately 120 feet northwest of the Site.	The Site is not listed on any of the databases searched by EDR.	24 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  The following two properties are listed on various release databases:  <b>Crystal Creamery</b> , 1013 D Street, approximately 450 feet southeast (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with diesel and was closed by SCEMD in June 2014. Based on its cross-gradient position relative to the Site, the release unlikely to have caused a REC at the Site.  <b>Rio Linda Chemical Co.</b> , 410 D Street approximately 500 feet southeast (down to cross-gradient) of the Site is listed on the LUST database. A release affected soil only with gasoline and was closed by SCEMD in June 1997. Because only soil was affected, the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> is located with 1/8 mile of the Site. The Railyards are 501 Jibboom approximately 120 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Due to its proximity to the Railyards, groundwater beneath the Site may be impacted with VOCs.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>Quality of Southern maps are very poor! 1915</b> - Consumers Ice & Cold Storage Co and American Eagle Hotel are depicted on the Site. <b>1950</b> - National Ice & Cold Storage Co, Turkey Growers Co-op, and gas & oil storage yard, and an office are depicted on the Site. The gas & oil storage yard is depicted in the northeastern portion of the Site. <b>1960</b> - Similar to the 1950 map. <b>1970</b> - An office is depicted in the southeastern corner of the Site.	Parking lot	<b>Moderate</b> - The Site was used to store gas and oil as early as 1950 until sometime after 1960. We did not find any information indicating that a release occurred at the Site; however an undocumented release could have impacted soil and groundwater beneath the Site and therefore represents a potential environmental concern.  In addition, groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b> .
	HEARST-ARGYLE STATIONS INC	831 D Street	00200610120000	9,350								
91	CRAEMER 1990 NON EXEMPT TRUST/ETAL	1823 S Street	00900850270000	19,200	Northwest to east at depths ranging from 10 to 17 feet at <b>Borden Dairy (Former)</b> at 1225 S Street approximately 75 feet west of the Site.	The site address (1823 S Street) listed on the Assessor's Database is incorrect. The correct address for the Site is 1823 14th Street, which is listed on the HAZNET database under the <b>State Office of Procurement</b> for disposal of material containing PCBs.	30 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.  <b>Borden Dairy</b> , 1325 S Street, approximately 75 feet west (cross- to upgradient) of the Site is listed on the LUST database. A release affected groundwater with other solvent and non-petroleum hydrocarbons but was closed by SCEMD in February 2011. Additional information about the release is summarized in the GeoTracker column.  Five closed LUST cases are greater than 300 feet from the Site and are either down or cross gradient; there is a release associated with these properties is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - According to the closure report for <b>Borden Dairy (Former)</b> , COCs were not detected in the groundwater samples collected from groundwater monitoring well MW-12, adjacent to the northwest corner of the Site. The plume is approximately 75 feet west of the Site and extends to the north/northwest away from the Site. Based on the extent of the plume and most recent analytical data from the closest well to the Site, the release is unlikely to have caused a REC at the Site.	<b>Site</b> - The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - Three properties are listed as Certified "Clean" on the EnviroStor database greater than 550 feet east (downgradient) of the Site. A release from these properties are unlikely to have caused a REC at the Site.	<b>1915</b> - Three dwellings, a broom factory, and a grease factory are depicted in the northern portion of the Site. A dwelling is depicted in the southern portion of the Site. <b>1950</b> - The southern portion of the Site is similar to the 1915 map. A dwelling, a truck repair shop and a motor freight depot are depicted in the northern portion of the Site. <b>1960</b> - Two vacant building and a parking lot are depicted in the northern portion of the Site. No features are depicted in the southern portion of the Site. <b>1970</b> - The southern portion of the Site is similar to the 1960 map. An auto repair shop, a roofing warehouse, and a parking lot are depicted in the northern portion of the Site.	Caltrans Office building and parking lot	<b>Moderate</b> - The past use of the northern portion of the Site as an auto repair shop suggests that there might be undocumented LUSTs beneath the Site. We did not find any information indicating that a release occurred at this former auto repair shop; however an undocumented onsite release could have impacted soil and groundwater beneath the Site and therefore represents a potential environmental concern.
		1410 R Street	00900850250000	21,127								
96	CITY OF SACRAMENTO	2127 Front Street	00901020130000	63,598	Northeast at depths ranging from 6 to 25 feet at <b>PG&amp;E Sacramento Site</b> at 2000 Front Street adjacent to south and west of the Site.	The Site is listed on the following databases:  <b>Small-Scale Natural Gas Liquefaction Facility</b> , 2001 Front Street; RMP, RCRA-SG, FIDS, HAZNET, ECHO, US FIF ASSUR, Sacramento Gas Load Center (OLD) FIDS; <b>PG&amp;E UST</b> ; Caltrans District 3 Sac. Co. ML and HAZNET;	<b>PG&amp;E Sacramento Site</b> at 2000 Front Street, adjacent to the south and west of the Site is on several release and cleanup related databases. PG&E formerly operated a "City Gas Plant", described as a coal or crude oil gasification facility. Remedial activities such as soil removal, groundwater extraction and treatment, and in-situ soil treatments have occurred. PAHs, VOCs, petroleum hydrocarbons, and metals are the COCs.	<b>Site</b> - The release at <b>Sacramento Animal Shelter</b> affected soil only with petroleum hydrocarbons, but was closed by SCEMD in September 1996. No other pertinent information is available on GeoTracker.  The release at <b>Sacramento Housing and Development Agency</b> affected groundwater with gasoline, but was closed by RWQCB in April 2000. No other pertinent information is available on GeoTracker.	According to the most recent documents available on EnviroStor for the Site and surrounding properties, a groundwater extraction and treatment system operates for the <b>Front Street JDG</b> properties. The <b>Front Street JDG</b> are in conformance with the Land Use Covenants recorded for the respective properties.  <b>The Docks Area Sacramento EOA</b> covers approximately 20 properties along the Sacramento River in the City of Sacramento, including the Site. The most recent document is a Human Health Risk Assessment prepared in 2008, which assesses potential re-development options for the Site and surrounding area.	<b>1915</b> - Railroad tracks are depicted extending northeast to southwest across the site parcels west of Front Street. <b>Friend &amp; Terry Lumber Co</b> with various lumber sheds are depicted on the site parcels west of Front Street. Lumber storage is depicted in the northern portion of the site parcels east of Front Street. A garbage crematory, and a pound are depicted east of Front Street. Various natural gas tanks are depicted on the PG&E property. <b>1950</b> - Similar to the 1915 map with the exception of the following: a large lumber shed and warehouses for paints and building materials at <b>Friend &amp; Terry Lumber Co</b> . A SPCA with kennels, an auto repair shop, and a PG&E 3,000,000 cubic foot natural gas tank on the site parcels east of Front Street. <b>1960</b> - Similar to the 1950 map with the exception of four lumber sheds, an office, a building materials warehouse on the site parcels east of Front Street. <b>1970</b> - Similar to the 1960 map with the exception that the four lumber sheds, office, and building materials warehouse are not depicted on the site parcels east of Front Street. PG&E Co car loading center is depicted adjacent to the south and west of the Site.	Animal Care and Control Center, Sacramento Division Gas Load Center, Horse Pit (horse-drawn carriage storage) and vacant land	<b>High</b> - Past use of the Site and surrounding area for a manufactured gas plant, lumber and wood products manufacturing, and vehicle fueling and maintenance has contaminated soil and groundwater at the Site with petroleum hydrocarbons, VOCs, PAHs, and metals. Several remedial actions have occurred at the Site, and a groundwater extraction and treatment system is still in operation at the Site. A majority of the Site has a DEDD restriction limiting future land use.
	CITY OF SACRAMENTO	2201 Front Street	00901640160000	17,295		<b>Animal Control/City of Sacramento Animal Care Shelter</b> , 2127 Front Street; HAZNET, HIST CORTESE, LUST (closed - soil only), Sac. Co. CS/ML, CHMIRS;	According to the Cal-Sites database, the <b>Front Street Joint Defense Group (JDG)</b> consists of the following release cases: <b>PG&amp;E Sacramento</b> ; <b>Caltrans (Site)</b> ; <b>Sacramento Housing and Development Agency (Site)</b> ; <b>SMUD - FRONT &amp; T STREETS (Site)</b> ; <b>PG&amp;E</b> accepted responsibility for monitoring and maintenance of all implemented remedies at all of the Front Street JDG sites in 2001; it is unclear if this is still the case.	<b>Nearby Properties</b> - <b>PG&amp;E Sacramento Site (Former MGP)</b> monitoring wells from this investigation are depicted at 2000 Front Street and on the northeastern portion of the Site. No other pertinent information is available on GeoTracker.				
	CITY OF SACRAMENTO REDEVELOPMENT AGE SLX	1920 Front Street	00900120020000	97,139		<b>H-Q Street Off Ramp</b> (APN 00900420060000 and part of 00901040150000); <b>Caltrans FIDS</b> , DEED, RESPONSE, ENVIROSTOR;						
	STATE OF CALIFORNIA DEPT OF PARKS/RECREATIC	1401 Front Street	00900120480000	33,106		<b>SMUD, FRONT &amp; T STREETS</b> , Front & T Streets; HIST Cal-Sites; DEED, RESPONSE, ENVIROSTOR; FIDS						
	STATE OF CALIFORNIA DEPT OF PARKS/RECREATIC	0 Front Street	00900120580000	53,579		<b>Sacramento Housing &amp; Redevelopment Agency</b> , 1920 Front Street; LUST (closed); HAZNET, HIST CORTESE; Sac. Co. CS, DEED, RESPONSE, ENVIROSTOR, HIST Cal-Sites, FIDS;						
	STATE OF CALIFORNIA DEPT OF PARKS/RECREATIC	0 Front Street	00900120590000	1,307		<b>The Docks Area Sacramento EOA</b> , City of Sacramento Riverfront; FIDS, VCP, ENVIROSTOR;						
	CITY OF SACRAMENTO REDEVELOPMENT AGE SLX	0 Front Street	00900120670000	60,984		<b>Pacific Gas and Electric Co</b> , 101 U Street; EDR MGP.						
	S M U D	1931 Front Street	00900420060000	10,454								
	PACIFIC GAS/ELECTRIC CO	2001 Front Street	00901040150000	68,389								



Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStar			
97	11/R DEVCO LLC	1026 R Street	00900730040000	25,600	Southwest at depths ranging from 12.61 to 19.97 feet at State of CA at Bonderson Bldg at 901 P Street approximately 1,000 feet north-northwest of the Site.	<p>The Site is listed as <b>11 &amp; R Devco</b> on the SUC database. A release affected groundwater and soil vapor with VOCs and is listed as an open cleanup case as of December 2014. Additional information about the release is summarized in the GeoTracker column.</p> <p>Over 30 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site with the exception of <b>Charley's ARCO</b>, 1361 10th Street, adjacent to the west of the Site. This former gas station is listed on the HST, UST, CA FID, UST, SWEEPS UST, and Sac Co. ML databases. Two 6,000-gallon gasoline USTs were installed at this former gas station in 1965, and one 4,000-gallon gasoline UST was installed in 1977. <b>Charley's Richfield Service</b> gasoline station is listed on the EDR. Hst Auto database in 1966, 1970 and 1975; <b>Charley's ARCO Service</b> is listed in 1980. No releases were listed for this former gas station. Based on its cross-gradient position relative to the Site, if an undocumented release occurred at this former gas station it is unlikely to have caused a REC at the Site.</p> <p>The following property is listed on various release databases:</p> <p><b>Wes Lusher VW</b>, 925 S Street, approximately 250 feet west (cross-gradient) from the Site is listed on the LUST database. A release affected only soil with petroleum hydrocarbons, but was closed in May 1991. Based on its cross-gradient position relative to the Site and that only soil was affected, this release is unlikely to have caused a REC at the Site.</p> <p><b>Gates/Benning Trust Property</b>, 1220 S Street, approximately 600 feet (cross-gradient) from the Site is listed on the LUST database. A release affected groundwater and soil with petroleum hydrocarbons and VOCs, but was closed by SCMD in November 2008. Based on its cross-gradient position relative to the Site, this release is unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - According to the most recent report for <b>11 &amp; R Devco</b>, VOCs in soil vapor is the primary concern at the Site. The RWQCB stated in a public notice that VOCs in groundwater at the Site "do not pose a significant threat to groundwater quality." The release at the Site represents a REC at the Site.</p> <p><b>Nearby Properties</b> - With exception of <b>Wes Lusher VW</b> and <b>Gates/Benning Trust</b> Property, no cases involving a release within 1/8 mile of the Site were identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStar.</p> <p><b>Nearby Properties</b> - According to the most recent reports for <b>CADA Warehouse Redevelopment Project</b>, 1108 R Street, approximately 50 feet east-southeast (cross-gradient) of the Site, a release affected soil only with petroleum hydrocarbons and PAHs beneath this property. The case was "certified" closed by DTSC in August 2004. Given that only soil was affected, the release is unlikely to have caused a REC at the Site.</p>	<p><b>1915</b> - Carlaw Bro's Store Yard with a garage and a stable are depicted on the Site.</p> <p><b>1950</b> - State of California Grocery Warehouse and a garage are depicted on the Site.</p> <p><b>1960</b> - A blue printing shop and a sprocket manufacturing machine shop are depicted on the Site.</p> <p><b>1970</b> - Similar to the 1960 map with the exception of a steel storage building and a storage shed. Also a gas station is depicted approximately 100 feet west of the Site and another is depicted approximately 100 feet southwest of the Site.</p>	vacant theatre	High - The Site has an open SUC case ( <b>11 &amp; R Devco</b> ) with known vapor intrusion issues. The release at the Site has also impacted groundwater with VOCs.	
101	15TH/L STREET LLC	1431 L Street	00601160140000	19,200	Southwest at depths ranging from 14 to 18 feet at <b>Kraus Revocable Trust</b> onsite.	<p>The Site is listed on various databases including the LUST database as <b>Kraus Revocable Trust</b>. A release affected groundwater with diesel. Additional information about the release is summarized in the GeoTracker column.</p> <p>The following five properties are listed on various release database:</p> <p><b>Sacramento Convention</b>, 1100 14th Street, approximately 250 north (cross-gradient) of the Site is listed on the Sacramento Co. CS database. A release affected soil only and was closed (at an unknown date). Because only soil was affected, the release is unlikely to have caused a REC at the Site.</p> <p>Four of the five properties are downgradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:</p> <ul style="list-style-type: none"> <li>- <b>15th &amp; L Investors</b>, 1501 L Street, approximately 380 feet west-northwest of the Site.</li> <li>- <b>Former Chevron #3-Q205</b>, 1530 L Street, approximately 300 feet west-northwest of the Site.</li> <li>- <b>Firestone Service Center</b>, 1531 L Street, approximately 50 feet west of the Site.</li> <li>- <b>Former Shell Service Station</b>, 1601 L Street, approximately 520 feet east-southeast of the Site.</li> </ul> <p>Based on their down-gradient position relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - According to the closure letter from SCMD for <b>Kraus Revocable Trust</b>, diesel was detected in samples collected from three onsite groundwater monitoring wells from 2003 to 2004 at concentrations ranging from 50 to 180 micrograms per liter (µg/L). No other petroleum hydrocarbons were detected in the samples collected from these wells from 2003 to 2004. Diesel was not detected in the samples collected during the last two monitoring events in September and December 2004. The LUST case was closed by SCMD in September 2005.</p> <p><b>Nearby Properties</b> - With the exception of <b>15th &amp; L Investors</b>, <b>Former Chevron #3-Q205</b>, <b>Former Firestone Service Center</b>, and <b>Former Shell Service Station</b>, no cases involving a release within 1/8 mile of the Site are identified on GeoTracker.</p>	<p><b>Site</b> - The Site is not listed on EnviroStar.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStar.</p>	<p><b>Quality of Suburban maps are very poor!</b></p> <p><b>1915</b> - Three dwellings, two stores, and a saloon are depicted on the Site.</p> <p><b>1950</b> - An auto repair and parts shop is depicted on the Site.</p> <p><b>1960</b> - Similar to the 1950 map with the exception of an auto repair shop approximately 100 feet west of the Site.</p> <p><b>1970</b> - Similar to the 1960 map.</p>	The Park - multiple restaurants	Moderate - Groundwater beneath the Site may be impacted with diesel; however reported concentrations from past groundwater monitoring events indicate that diesel concentrations did not exceed 180 µg/L in those samples.	

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor			
102	GM// STREET HOTEL SACTO LRP/MC COMMERCIAL TRUST	1223 J Street	00600520210000	65,340	Southwest at depths ranging from 14 to 19 feet at <b>Discount Tire</b> at 1200 I Street approximately 30 feet west-northwest of the Site.	<p>The Site is listed on Sacramento Co. ML and FINOS databases as <b>Verizon Wireless 12th &amp; J Street</b>. No pertinent information is provided on this database.</p> <p>The Site is also listed in the EDR Hist Cleaner database as <b>Keene R C</b> which operated from as early as 1933 to sometime after 1937. This former cleaner is listed as "clothes pressers and cleaners" facility.</p>	<p>281 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following five properties are listed on various release databases:</p> <p><b>Discount Tire</b> is cross-gradient of the Site and listed on the LUST database. A release affected groundwater with gasoline and the case was closed by SCEMD in April 2006. Additional information about the release is summarized in the GeoTracker column.</p> <p><b>Sacramento Convention</b>, 1100 14th Street, approximately 150 north (to cross-gradient) of the Site is listed on the Sacramento Co. CS database. A release affected soil only and was closed (at an unknown date). Because only soil was affected, the release is unlikely to have caused a REC at the Site.</p> <p>Three of the five properties are also cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:</p> <ul style="list-style-type: none"> <li>- <b>1125 I Street Commercial Property</b> approximately 250 feet northwest of the Site.</li> <li>- <b>Huebler Property</b>, 1228 H Street, approximately 250 feet north of the Site.</li> <li>- <b>Elks Building</b>, 921 11th Street, approximately 500 feet west-northwest of the Site.</li> </ul> <p>Based on their cross-gradient position relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - The Site is not listed on GeoTracker.</p> <p><b>Nearby Properties</b> - The closure letter from SCEMD for <b>Discount Tire</b> states that soil and groundwater were impacted with petroleum hydrocarbons and VOCs at this former facility. SCEMD stated that the "groundwater contamination for gasoline constituents is defined. The extent and source of VOCs in groundwater beneath the site is unknown, however, the source appears to be offsite and upgradient." Petroleum hydrocarbons and VOCs were detected in groundwater samples collected in January 2004 from the closed former groundwater monitoring well MW-3, approximately 60 feet west-northwest of the Site, and from boring GP-7 located along I Street approximately 50 feet north of the Site. Based on its proximity to boring GP-7 and well MW-3, groundwater beneath the Site may be impacted with petroleum hydrocarbons and VOCs.</p> <p>Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 2,500 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Groundwater beneath the Site may be impacted with VOCs.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	(No Sanborn maps available for the Site)	Parking structure with ground floor retail stores and restaurants	<p><b>Moderate</b> - Groundwater beneath the Site may be impacted with petroleum hydrocarbons and VOCs from <b>Discount Tire</b> and/or an unknown upgradient source.</p> <p>In addition, groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b>.</p>
115	COUNTY OF SACRAMENTO	725 7th Street	00201430170000	108,900	South to Southwest at depths ranging from 10 to 20 feet at <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> at 501 Jibboom approximately 350 feet northwest of the Site.	<p>The Site is listed on various databases including the LUST database as <b>Downtown Parking Garage</b>. A release at this facility affected groundwater with gasoline, but was closed by SCEMD in June 2011. Additional information about the release is summarized in the GeoTracker column.</p> <p>The Site is also on the HAZNET database as <b>Sacramento County Parking Garage</b> for removal of tank bottom waste in 1993, other organic and inorganic solid waste in 2014, and unspecified oil-containing waste in 2014.</p>	<p>51 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site.</p> <p>The following six properties are listed on various release databases:</p> <p><b>Sheriff Adm Bldg</b>, 711 G Street, approximately 60 feet north (upgradient) of the Site is listed on the LUST database. A release affected soil only with gasoline, but was closed by SCEMD in September 1986. Because only soil was affected, the release is unlikely to have caused a REC at the Site.</p> <p><b>Sacramento County Jail</b>, 651 I Street, approximately 150 feet southwest (down to cross gradient) of the Site is listed on the LUST database. A release affected groundwater with diesel and is listed as open as of March 2007. No additional information is provided on this database or GeoTracker. Based on its downgradient position relative to the Site, the release is unlikely to have caused a REC at the Site.</p> <p>Four of the six properties are either down or cross gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases:</p> <ul style="list-style-type: none"> <li>- <b>Former City of Sacramento Crime Lab Redevelopment Site</b>, 631 H Street, approximately 60 feet west of the Site.</li> <li>- <b>Federal Building - GSA</b>, 801 I Street, approximately 300 feet south of the Site.</li> <li>- <b>SHRA (aka SACTO Housing)</b>, 917 8th Street, approximately 500 feet south of the Site.</li> <li>- <b>Sacramento City Hall</b>, 815 I Street, approximately 650 feet southeast of the Site.</li> </ul> <p>Based on their down to cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.</p>	<p><b>Site</b> - According to the closure letter for <b>Downtown Parking Garage</b>, two 15,000-gallon gasoline USTs were removed in January 2002 and one 1,300-gallon waste oil and one 1,300-gallon motor oil USTs in the western portion of the Site were removed and replaced in October 1999. Two 10,000-gallon gasoline USTs and associated product lines were closed in place in the western portion of the Site in January 2002. The release at this facility impacted soil and groundwater with petroleum hydrocarbons and MTBE. Approximately 879 tons of soil was removed from the Site from 1999 to 2002. Groundwater at the Site was monitored from 2004 to 2007 using four groundwater monitoring wells (MW-1 through MW-4).</p> <p>Groundwater beneath a garage basement at the Site is captured by a subfloor dewatering system and conveyed to a collection sump pump. Water from the collection sump is discharged, under permit, into the City of Sacramento combined sewer/stormwater system. Petroleum hydrocarbons and MTBE may still be present in groundwater beneath the Site. In addition, this facility has an active 20,000-gallon gasoline UST with associated product lines and dispensers in the western portion of the Site. The approximate locations of the active and former USTs and their associated product lines are depicted on Figure 2-27.</p> <p><b>Nearby Properties</b> - Several groundwater monitoring wells associated with the <b>Railyards (Former Downtown Sacramento Union Pacific Railyards)</b> are located within 1/8 mile of the Site. The Railyards are at 501 Jibboom approximately 350 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various COCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Due to its proximity to the Railyards, groundwater beneath the Site may be impacted with VOCs.</p>	<p><b>Site</b> - The Site is not listed on EnviroStor.</p> <p><b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.</p>	<p><b>1915</b> - Six apartment buildings, 19 dwellings with outbuildings, two stores, and St. Andrews A.M.E. Church are depicted on the Site.</p> <p><b>1959</b> - Gas stations and parking lots are depicted in the northeast and southwest portions of the Site. The remainder of the Site consists of St. Andrews A.M.E. Church several dwellings, apartments, and stores. A gas station is depicted 100 feet southeast of the Site. An auto repair shop is depicted 120 feet south of the Site.</p> <p><b>1960</b> - Similar to the 1950 map with the exception of an auto repair shop depicted in the southwestern portion of the Site.</p> <p><b>1978</b> - The Site consists of a parking lot. A gas station is depicted in a county parking garage approximately 80 feet south of the Site.</p>	County of Sacramento public parking garage (two-story)	<p><b>High</b> - The release at the Site has impacted groundwater petroleum hydrocarbons and MTBE. Two gasoline USTs and their associated product lines are still present at the Site, although were closed in place in October 1999, there may be residual impacted soil around these features.</p> <p>The active 20,000-gallon gasoline UST at the Site represents an REC.</p> <p>Groundwater beneath the Site may also be impacted with VOCs associated with the <b>Railyards</b>.</p>

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	OffSite Properties	GeoTracker	EnviroStor			
116	STATE OF CALIFORNIA	720 9th Street	00201450260000	108,900	South to Southwest at depths ranging from 10 to 30 feet at Railyards (Former Downtown Sacramento Union Pacific Railyards) at 501 Hibboom approximately 750 feet northwest of the Site.	The Site is on the WLNZET database as Sacramento County Courthouse for removal of asbestos containing waste, unspecified organic solid and liquid waste, PCBs and material containing PCBs, waste oil and mixed oil from 2004 to 2015.	80 properties within 1/8 mile of the Site are listed on various non-release databases and therefore are unlikely to have caused a REC at the Site with the exception of the following facilities listed on the EDR Hist Auto and EDR Hist Cleaner databases: - <b>Carroll Bros</b> , 901 G Street, approximately 80 feet northeast (upgradient) of the Site. Operated an auto repair shop from 1933 to 1942. - <b>Cleaver Cleaners</b> , 901 G Street, approximately 80 feet northeast (upgradient) of the Site. Former dry cleaner operated from 1965 to 1966. - <b>Zanders F F</b> , 301 H Street, approximately 60 feet east (cross-gradient) of the Site. Former cleaner operated from 1942 to 1952. Undocumented releases at these former auto repair shops and cleaners could have potentially impacted groundwater beneath the Site.  The following seven properties are listed on various release databases:  <b>Downtown Parking Garage</b> , 725 7th Street, approximately 60 feet west (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with gasoline, but was closed by SCEMD in June 2011. According to the last groundwater monitoring report for this facility, the LUST incident occurred along 7th Street beneath the western portion of the facility, approximately 350 feet west of the Site. Based on its cross-gradient position relative to the Site and the location of the LUST incident, the release is unlikely to have caused a REC at the Site.  <b>Sacramento County Jail</b> , 655 I Street, approximately 500 feet west (cross-gradient) of the Site is listed on the LUST database. A release affected groundwater with diesel and is listed as open as of March 2007. No additional information is provided on this database or GeoTracker. Based on its cross-gradient position relative to the Site, the release is unlikely to have caused a REC at the Site.  Five of the seven properties are either down or cross-gradient of the Site (and within 1/8 mile of the Site) and listed on the LUST database with closed cases: - <b>Sacramento City Hall</b> , 915 I Street, approximately 150 feet southeast of the Site. - <b>Sheriff Admin Bldg</b> , 711 G Street, approximately 250 feet west-northwest of the Site - <b>Federal Building - GSA</b> , 801 I Street, approximately 250 feet south of the Site. - <b>Former City of Sacramento Crime Lab Redevelopment Site</b> , 631 H Street, approximately 450 feet west of the Site. - <b>SHRA (aka SACTO Housing)</b> , 917 8th Street, approximately 500 feet south-southwest of the Site. Based on their down to cross-gradient positions relative to the Site, releases at these properties are unlikely to have caused a REC at the Site.	The Site is not listed on GeoTracker.  <b>Nearby Properties</b> - Several groundwater monitoring wells associated with the Railyards (Former Downtown Sacramento Union Pacific Railyards) are located with 1/8 mile of the Site. The Railyards are at 501 Hibboom approximately 750 feet northwest of the Site. Groundwater beneath the Railyards is impacted with various VOCs including VOCs, petroleum hydrocarbons, and metals. VOC impacts extend mostly to the south of the Railyards for approximately 1/2 mile. Due to its proximity to the Railyards, groundwater beneath the Site may be impacted with VOCs.	The Site is not listed on EnviroStor.  <b>Nearby Properties</b> - No cases involving a release within 1/8 mile of the Site are identified on EnviroStor.	<b>1911</b> - Four apartment buildings and 22 dwellings with outbuildings are depicted on the Site. <b>1929</b> - Eight apartment buildings and 16 dwellings with outbuildings are depicted on the Site. Gas stations are depicted approximately 100 feet southeast of the Site, 80 feet south of the Site, and 80 feet west of the Site. An auto repair shop is depicted 150 feet southwest of the Site. <b>1960</b> - Similar to the 1950 map with the exception of stores and parking lots depicted on the Site. Also, a dry cleaning facility is depicted approximately 80 feet east of the Site. The gas station southeast of the Site is not depicted. <b>1970</b> - Sacramento County Courthouse is depicted on the Site. A gas station is depicted in a county parking garage approximately 340 feet southwest of the Site.	Gordon D. Schaber Sacramento County Courthouse	<b>Moderate</b> - If undocumented releases occurred at <b>Carroll Bros</b> (former auto repair shop), <b>Cleaver Cleaners</b> (former dry cleaner), and/or <b>Zanders F F</b> (former cleaner), they could have potentially impacted groundwater beneath the Site and therefore represent potential environmental concerns.  Groundwater beneath the Site may be impacted with VOCs associated with the <b>Railyards</b> .

Notes

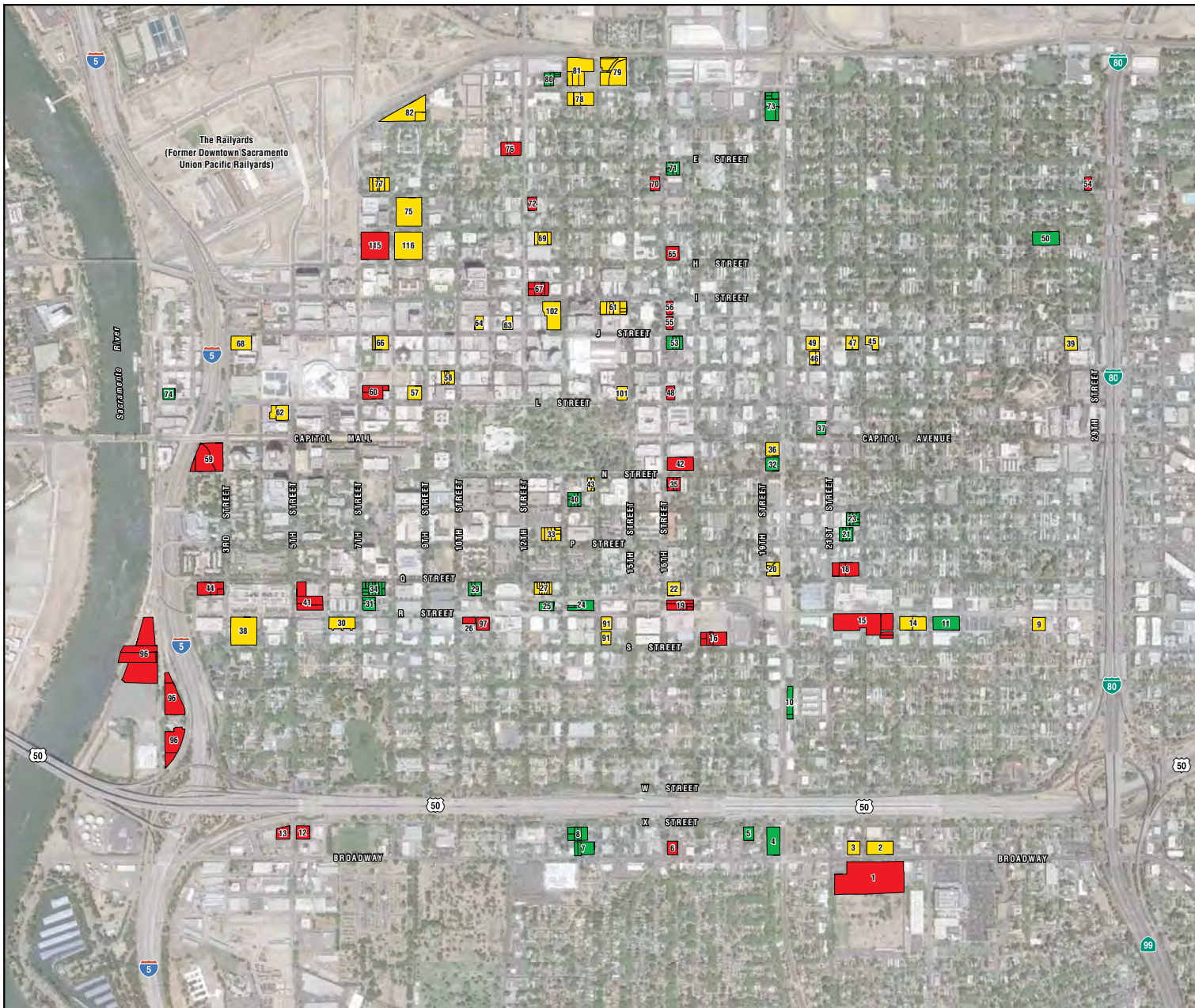
= Low potential to have an REC  
 = Moderate potential to have an REC  
 = High potential to have an REC

\* = "Release" refers to an unauthorized release of a petroleum product or hazardous substance to the environment - i.e. the ground surface, soil, soil vapor, groundwater, or surface water on a property. "Release database" refers to those which provide information regarding an unauthorized release. "Non-release database" refers to those that may report site, storage, or disposal of hazardous substances and/or petroleum products or other environmental conditions, but do not report releases of such.

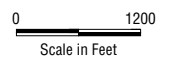
- Definitions:
- 1,1-DCE = 1,1-dichloroethane
  - 1,1,1-DCE = 1,1,1-trichloroethane
  - 1,1,1-TCA = 1,1,1-trichloroethane
  - 1,2-DCE = 1,2-dichloroethane
  - APN = Assessor's parcel number
  - AST = Aboveground storage tank
  - CERCLIS = Comprehensive Environmental Response, Compensation and Liability Information System; EPA database of potential Superfund sites currently or previously under investigation
  - CHMIRS = California Hazardous Material Incident Reporting System
  - COC = Constituents of concern
  - CREC = Controlled Recognized Environmental Condition. An REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority
  - DEED = Database listing deed restrictions of sites which may dictate uses of a site
  - DRYCLEANERS = Database of drycleaner related facilities that have EPA ID numbers.
  - DTSC = Department of Toxic Substance Control
  - ECHO = Enforcement and Compliance History Online. Database providing compliance and enforcement information for regulated facilities nationwide
  - EDR = Environmental Data Resources, Inc.
  - EnviroStor = Department of Toxic Substances Control data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further
  - EPA = Environmental Protection Agency
  - ESA = Environmental Site Assessment
  - EW = Extraction Well
  - FIID = Facility Inventory Database

Project Master Spreadsheet - Sacramento Downtown Specific Plan - Tier 1 Opportunity Sites

SITE ID	SITE NAME	SITE ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (SQUARE FEET)	APPROXIMATE GROUNDWATER FLOW DIRECTION AND DEPTH	AGENCY RECORDS		OTHER ENVIRONMENTAL RECORD SOURCES		HISTORICAL USE	SITE RECONNAISSANCE / CURRENT LAND USE	SITE RANKING
						Site	Offsite Properties	GeoTracker	EnviroStor	Sanborn Fire Insurance Maps		
<p>FIFRA = Federal Insecticide, Fungicide, and Rodenticide Act                      FINDS = Facility Index System/Facility Registry System                      FTTS INSP = FIFRA/TSCA Tracking System (EPA)                      GeoTracker = RWQCB online database and geographic information system providing access to environmental data regarding LUST sites, Cleanup Program Sites, SLIC Sites, Military sites, landfills, Waste Discharge Requirement permits, Ag land sites, and Permitted Underground Storage Tank facilities                      HAZNET = Hazardous Waste Information System                      EDR HST Auto = National collection of business directories listing potential gas station/filling station/service                      HST CORTESE = The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with underground storage tanks (USTs) having a reportable release, and all solid waste disposal facilities from which there is known hazardous substance migration. The source of this database is the California Environmental Protection Agency (CAL-EPA).                      HST FTTS INSP = FIFRA/TSCA Tracking System Inspection and Enforcement Case Listing                      HSWA = Hazardous and Solid Waste Amendments of 1984                      ICIS = Integrated Compliance Information System; Database compilation of site data that is located in several separate data systems, for use by the EPA and state agencies                      LIENS = Environmental Liens Listing                      LOG = Large Quantity Generators: A person or entity that generates 1,000 kilograms per month of hazardous waste, or 1 kilogram per month of acutely hazardous waste                      LNAPL = Light non-aqueous phase liquid                      LUST = Leaking Underground Storage Tank                      MTBE = Methyl Tertiary Butyl Ether                      MW = Monitoring Well                      NFRAP = No Further Remedial Action Planned; A designation given to CERCLIS sites indicating an EPA evaluation that the site not be included on the NPL                      Notify 65 = Database containing facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.                      NPL = National Priorities List; The list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.                      PA/SI = Preliminary Assessment/Site Inspection                      PAH = Polycyclic Aromatic Hydrocarbon                      PCBs = Polychlorinated biphenyls                      PCE = Perchloroethylene                      RCRA = Resource Conservation and Recovery Act of 1976                      RCRA = EPA's information system providing access to data supporting RCRA and HSWA. The NonGen/NLR database includes information regarding sites which generate, transport, store, treat, and/or dispose of hazardous waste as defined by RCRA.                      REC = Recognized Environmental Condition                      RESPONSE = DTSC database of state response sites                      ROW = Right-of-Way                      RWQCB = Regional Water Quality Control Board                      Sac Co ML = Master list of facilities within Sacramento County with potentially hazardous materials                      Sacramento = Database of contaminated sites within Sacramento County                      County CS                      SCIMD = Sacramento County Environmental Management Department                      SEMS-ARCHIVE = Database of sites that have been archived and removed from the CERCLIS inventory.                      SLIC = Spills, Leaks, Investigations and Clean-ups                      SPW = Supplemental Well                      Sweeps Statewide Environmental Evaluation and Planning System                      TCE = Trichloroethane                      TPHg = Total Petroleum Hydrocarbons Gasoline                      TSCA = Toxic Substances Control Act of 1976                      US Brownfields = Database that lists properties that may have hazardous substances, pollutants, or contaminants present                      UST = Underground Storage Tank                      VCP = Voluntary Cleanup Program                      VOC = Volatile Organic Compound</p>												



- Low Potential to Have an REC
- Moderate Potential to Have an REC
- High Potential to Have an REC
- REC Recognized Environmental Condition

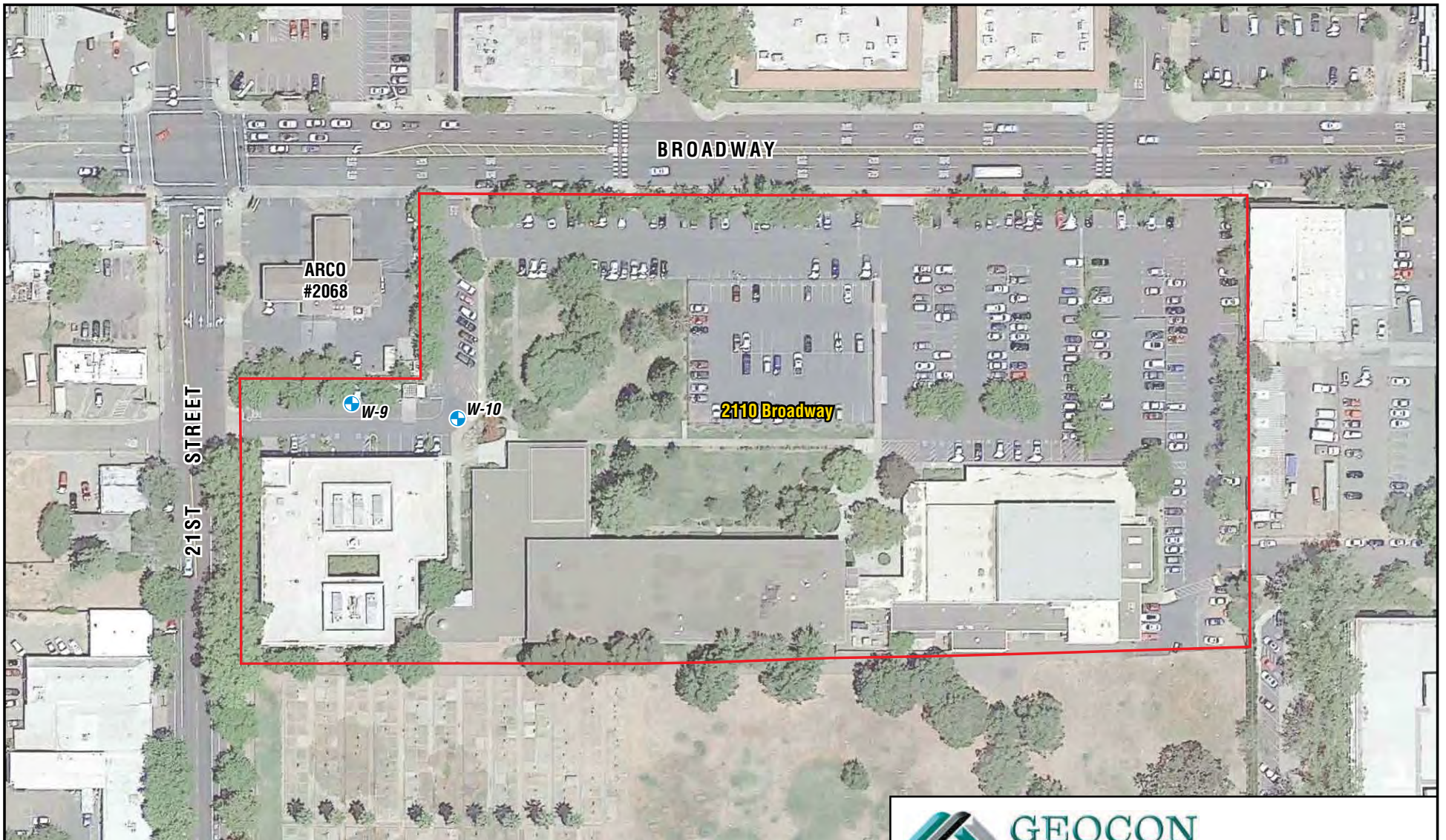


**GEOCON**  
CONSULTANTS, INC.  
3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132


Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites  
Sacramento, California

**PROJECT LOCATION MAP**


S1218-03-01	June 2017	Figure 1
-------------	-----------	----------



LEGEND:

W-10  Approximate Groundwater Monitoring Well Location



0  120  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

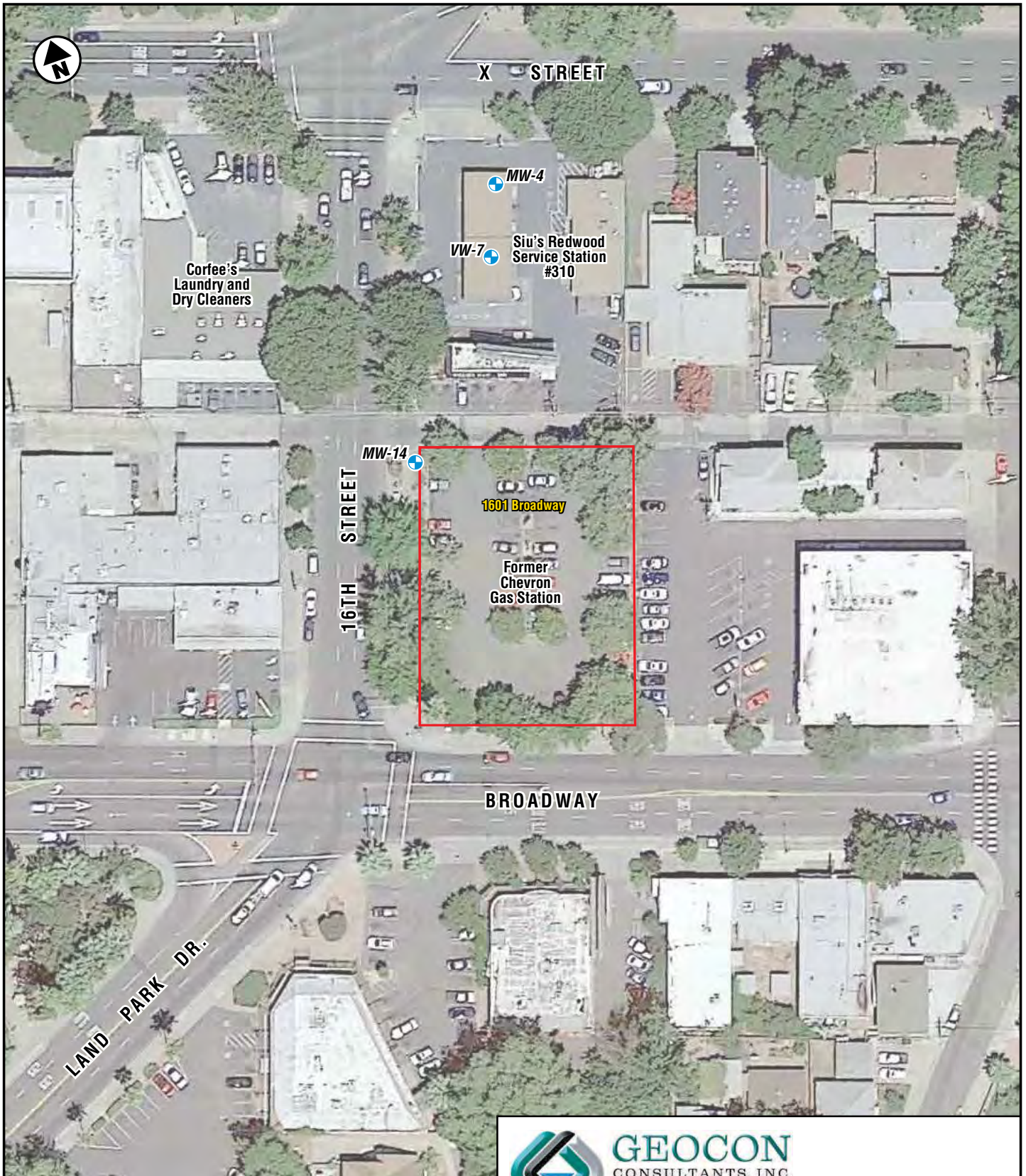
Sacramento, California

**SITE PLAN - SITE 1**


S1218-03-01

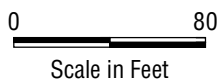
June 2017

Figure 2-1



LEGEND:

MW-14  Approximate Groundwater Monitoring Well Location



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

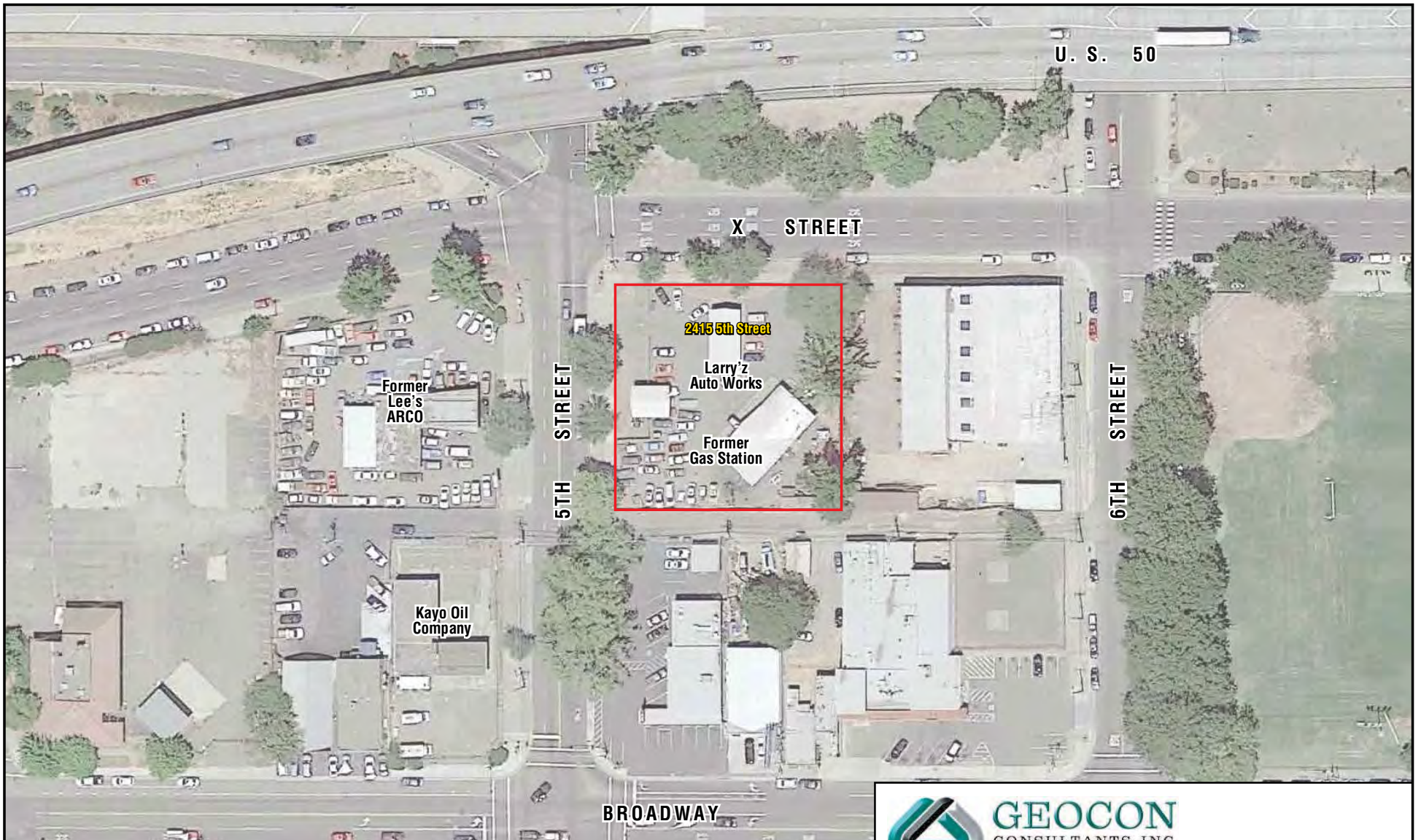
Sacramento, California

**SITE PLAN - SITE 6**

S1218-03-01

June 2017

Figure 2-2



0 100  
 Scale in Feet



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 12**

S1218-03-01

June 2017

Figure 2-3






LEGEND:

MW-11  Approximate Former Groundwater Monitoring Well Location



0  100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

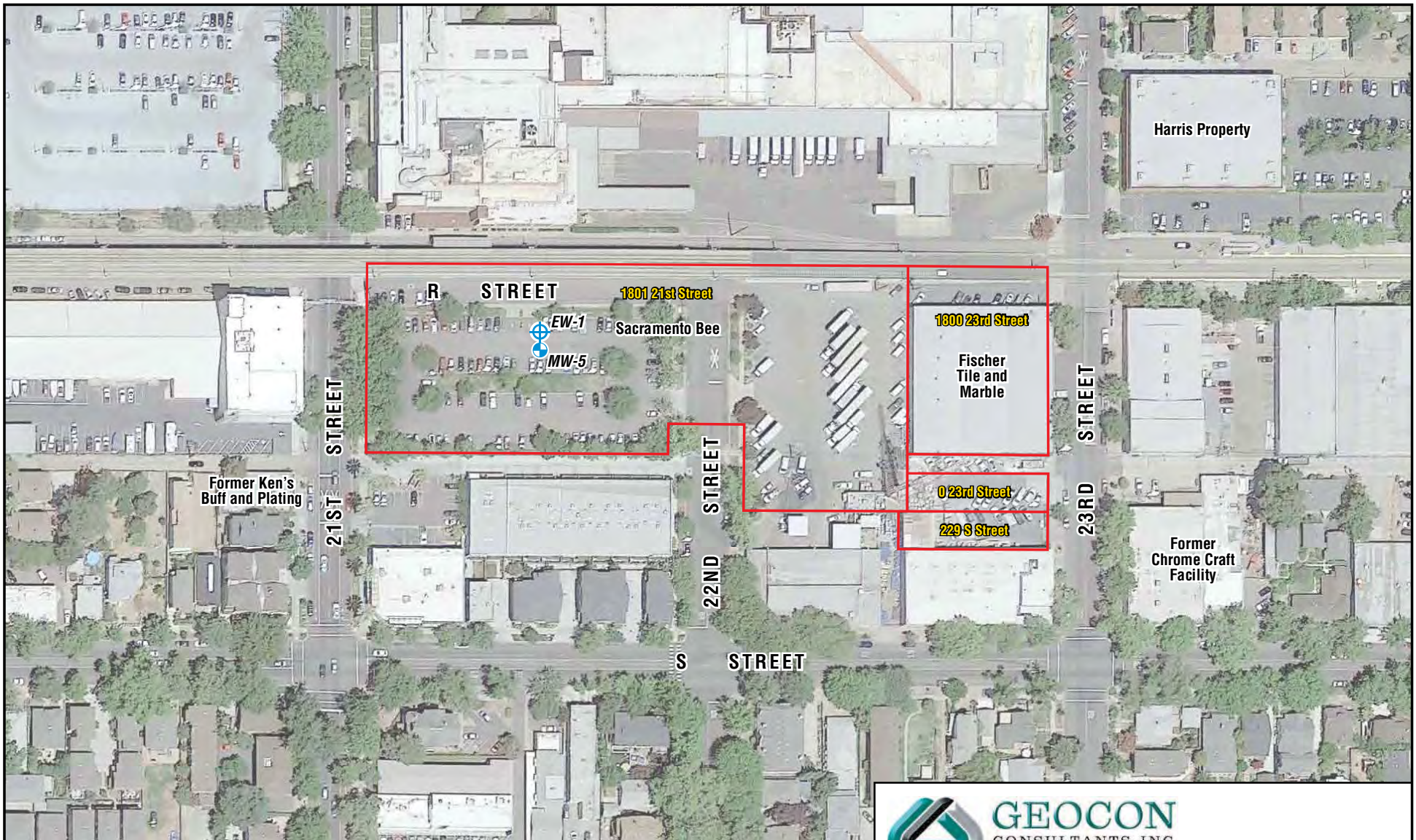
Sacramento, California

**SITE PLAN - SITE 13**



S1218-03-01

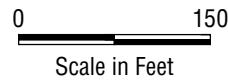
June 2017

Figure 2-4



LEGEND:

- EW-1**  Approximate Former Groundwater Extraction Well Location
- MW-5**  Approximate Former Groundwater Monitoring Well Location



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 15**

S1218-03-01

June 2017

Figure 2-5



0 100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 16**

S1218-03-01

June 2017

Figure 2-6



0 120  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 18**

S1218-03-01

June 2017

Figure 2-7



0 100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 19**

S1218-03-01

June 2017

Figure 2-8



0 80

Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

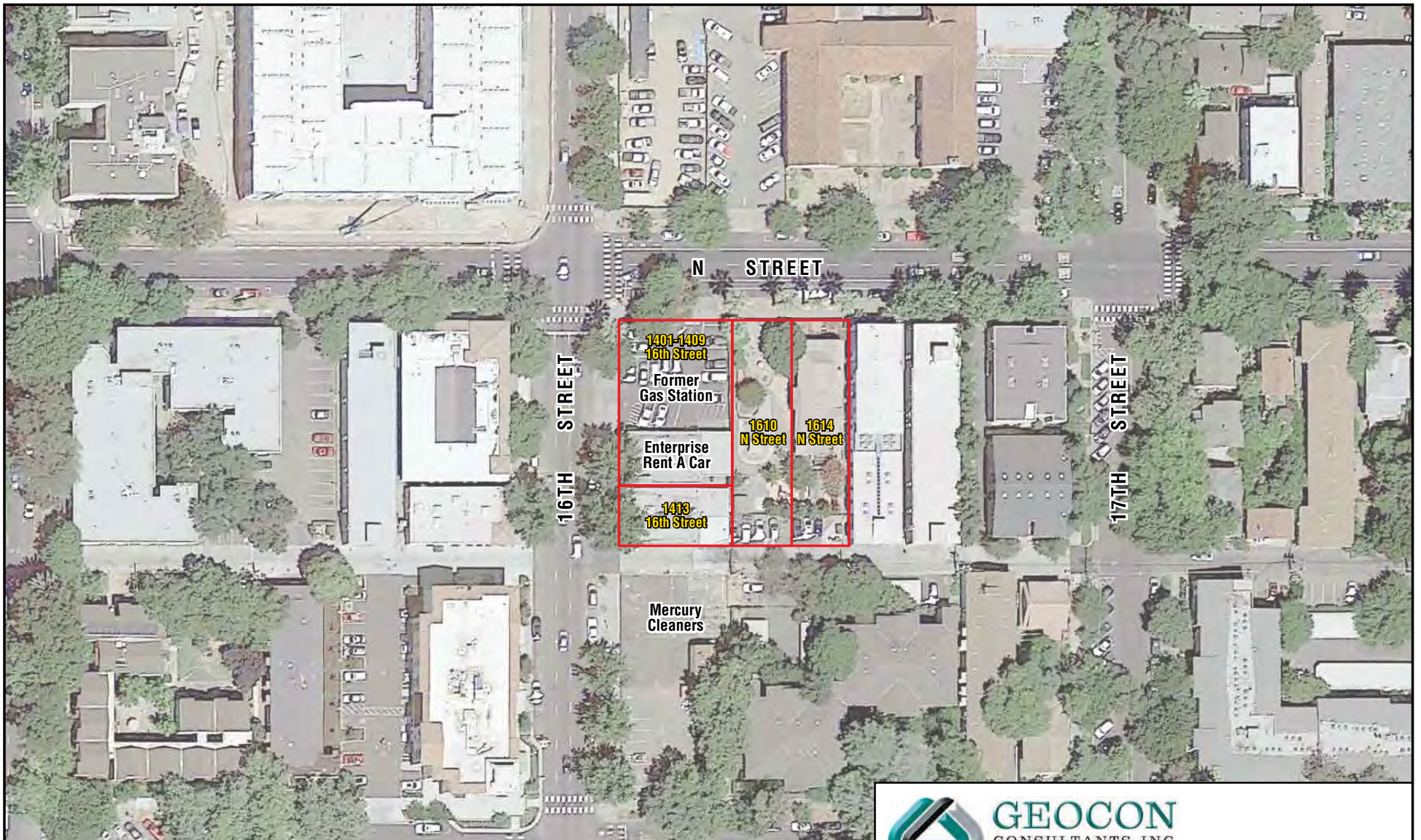
Sacramento, California

**SITE PLAN - SITE 26**

S1218-03-01

June 2017

Figure 2-9



0 100  
 Scale in Feet



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

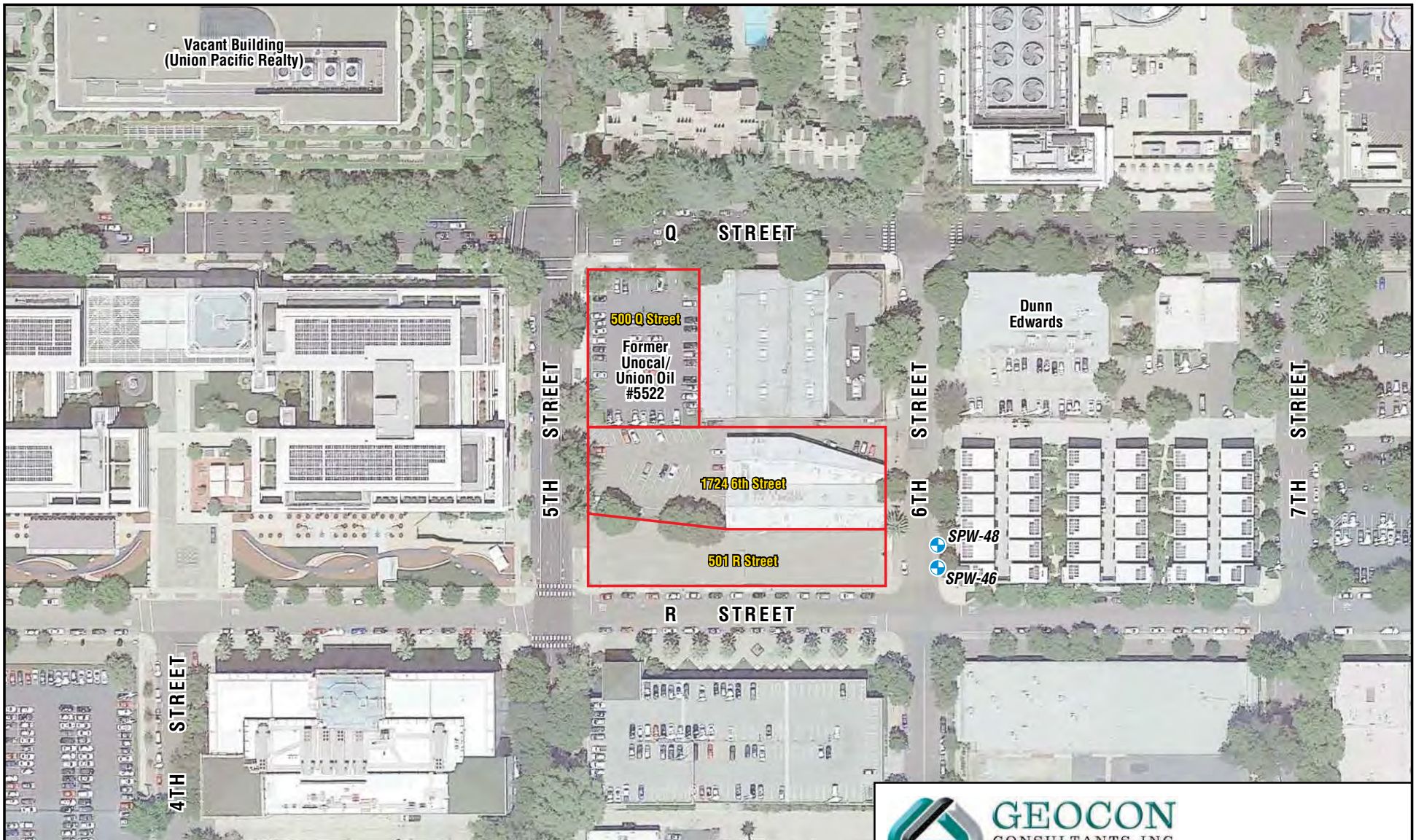
Sacramento, California

**SITE PLAN - SITE 35**

S1218-03-01

June 2017

Figure 2-10



LEGEND:

SPW-46  Approximate Monitoring Well Location



0 150  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 41**

S1218-03-01

June 2017

Figure 2-11





0 100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 42**

S1218-03-01

June 2017

Figure 2-12



0 150  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

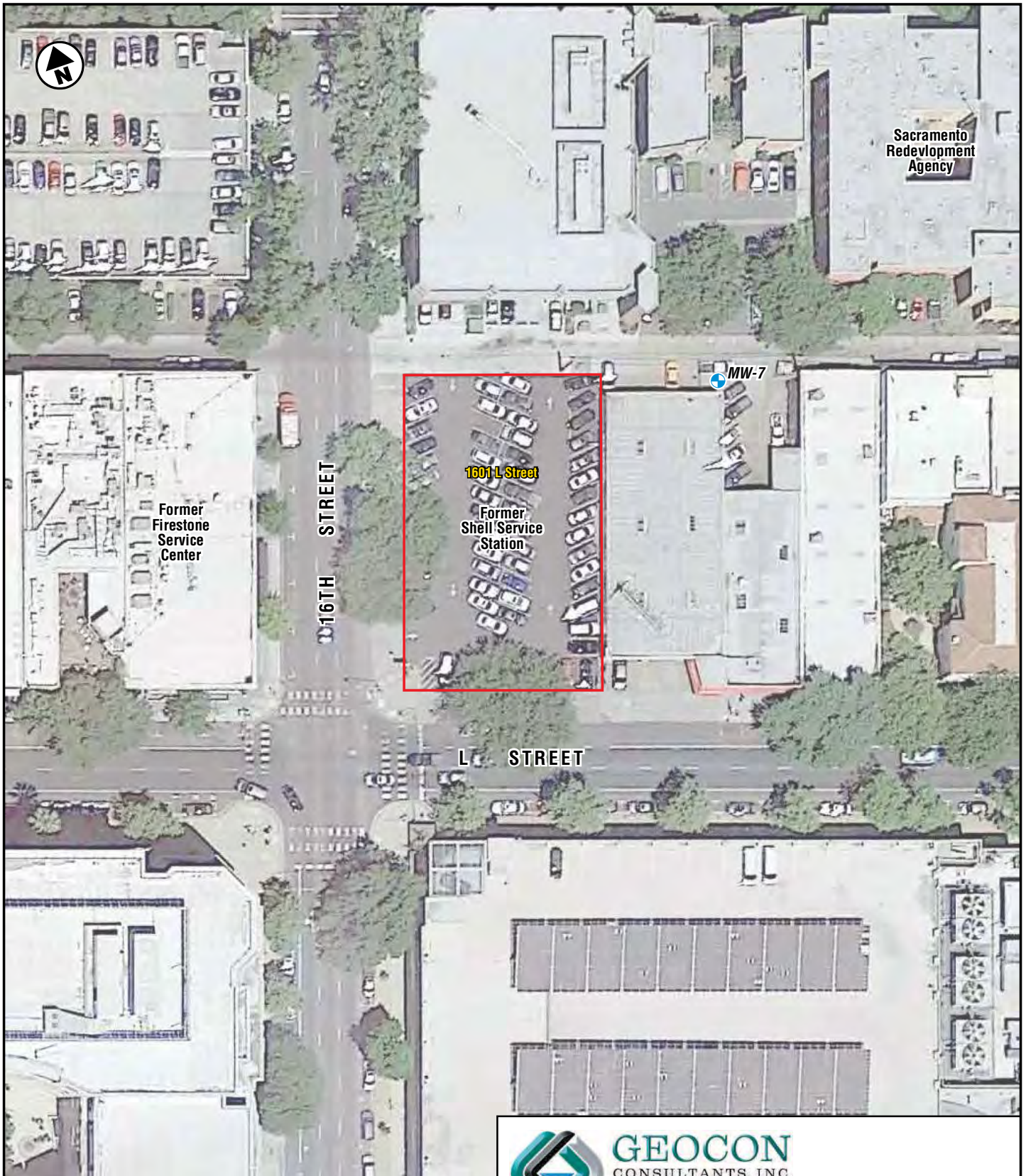
Sacramento, California

**SITE PLAN - SITE 44**

S1218-03-01

June 2017

Figure 2-13



Sacramento  
Redevelopment  
Agency

MW-7

1601 L Street  
Former  
Shell Service  
Station

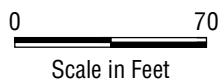
Former  
Firestone  
Service  
Center

16TH STREET

L STREET

**LEGEND:**

MW-7  Approximate Former Groundwater Monitoring Well Location



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 48**

S1218-03-01

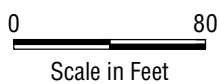
June 2017

Figure 2-14



LEGEND:

MW-8  Approximate Former Groundwater Monitoring Well Location



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 54**

S1218-03-01

June 2017

Figure 2-15



0 80  
 Scale in Feet



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

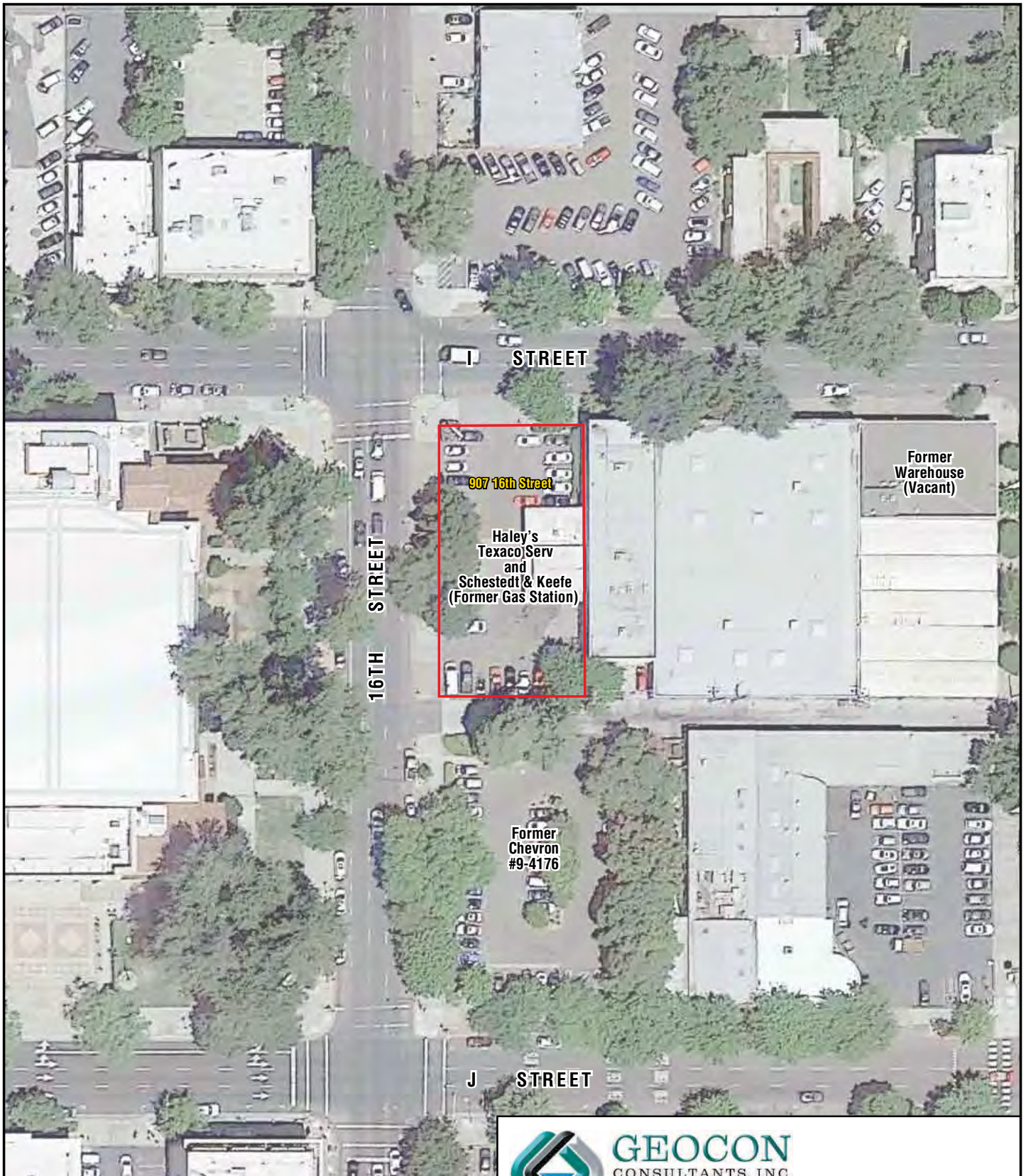
Sacramento, California

**SITE PLAN - SITE 55**

S1218-03-01

June 2017

Figure 2-16



0 80  
 Scale in Feet



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 56**

S1218-03-01

June 2017

Figure 2-17



0 150  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

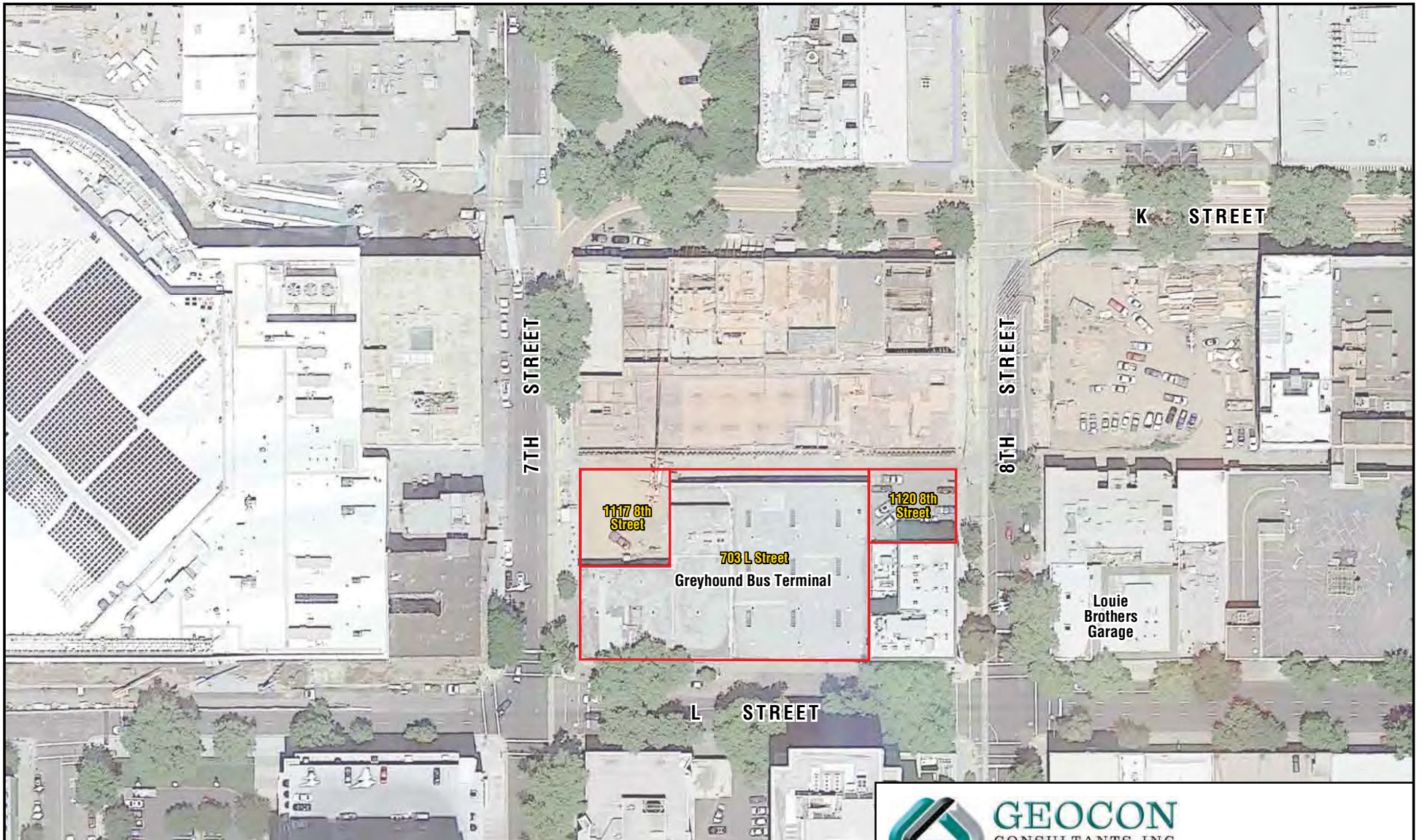
Sacramento, California

**SITE PLAN - SITE 59**

S1218-03-01

June 2017

Figure 2-18



0 120  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 60**

S1218-03-01

June 2017

Figure 2-19






LEGEND:

**MW-5**  Approximate Former Groundwater Monitoring Well Location



0  100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

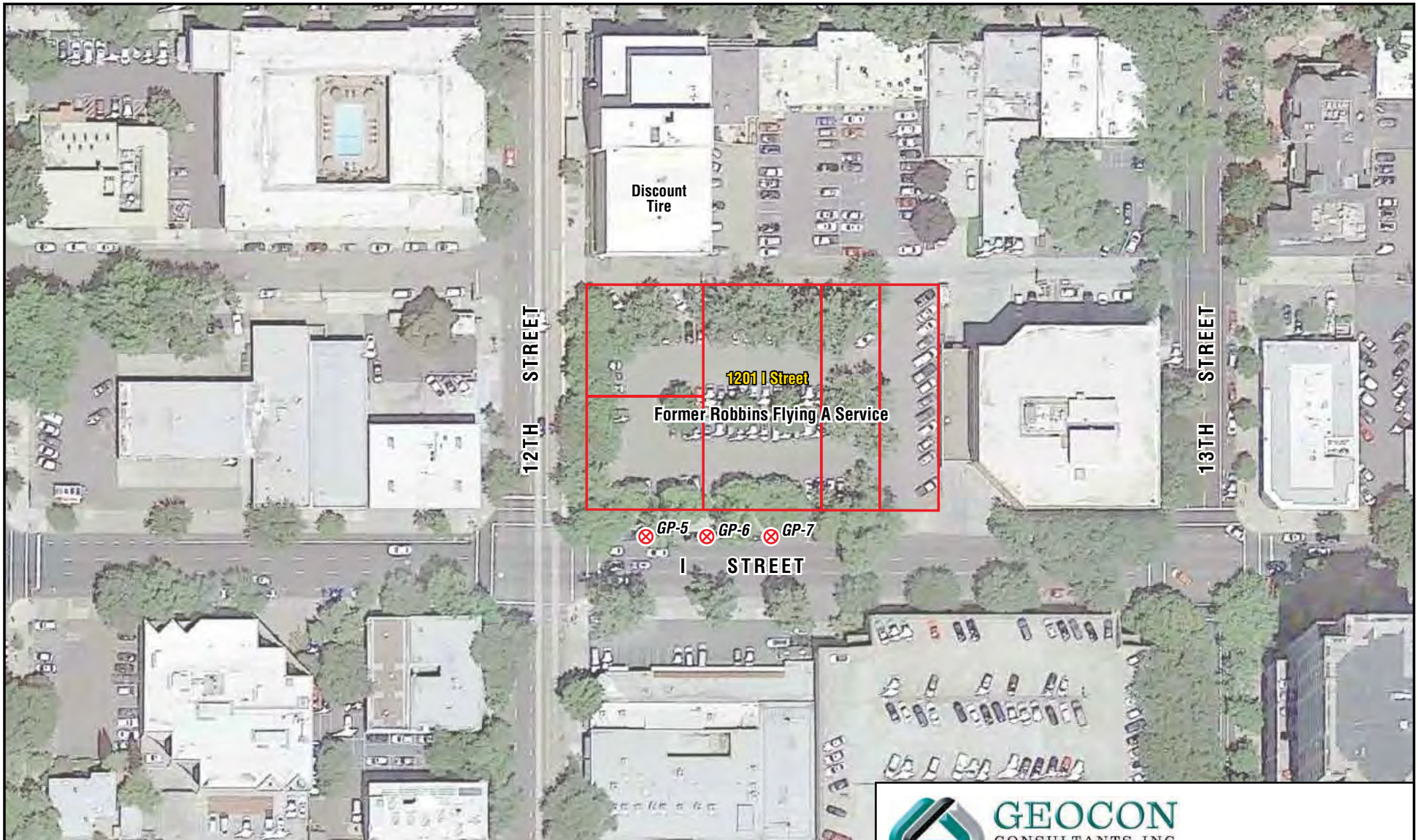
Sacramento, California

**SITE PLAN - SITE 65**


S1218-03-01

June 2017


Figure 2-20



LEGEND:

GP-7  Approximate Boring Location



0  100  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 67**

S1218-03-01

June 2017

Figure 2-21



0 80  
 Scale in Feet



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 70**

S1218-03-01

June 2017

Figure 2-22



Boys and  
Girls Club  
Park

12TH  
STREET

F STREET

G STREET



1200 F Street  
Former  
PDR Park and Gas



0 80  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 72**

S1218-03-01

June 2017

Figure 2-23



0 120  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

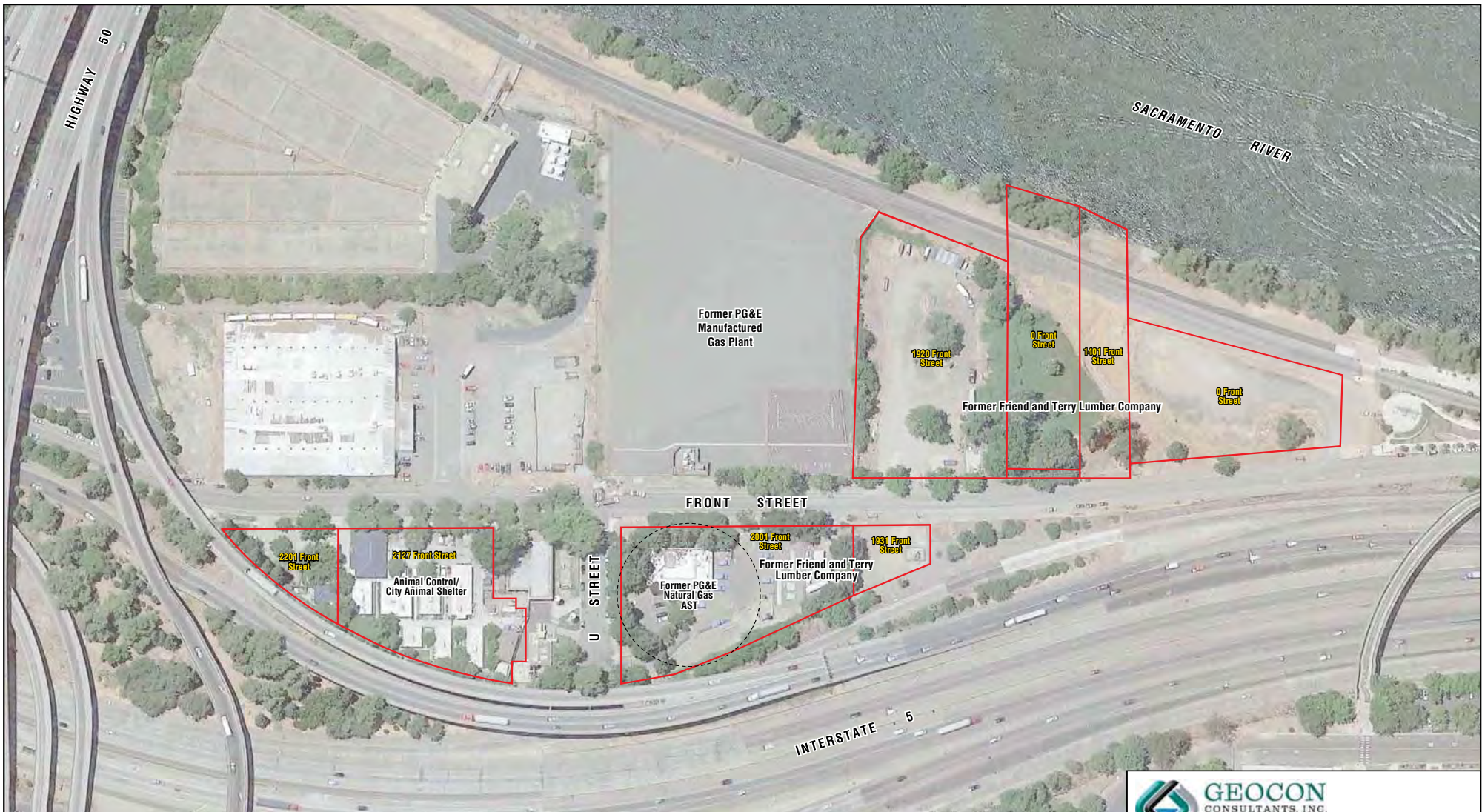
Sacramento, California

**SITE PLAN - SITE 76**

S1218-03-01

June 2017

Figure 2-24



0 150  
Scale in Feet

**GEOCON**  
CONSULTANTS, INC.  
3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites  
Sacramento, California

**SITE PLAN - SITE 96**

S1218-03-01 June 2017 Figure 2-25



0 80  
Scale in Feet



**GEOCON**  
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 97**

S1218-03-01

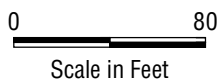
June 2017

Figure 2-26



**LEGEND:**

**MW-4**  Approximate Former Groundwater Monitoring Well Location



**GEOCON**  
 CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742  
 PHONE 916.852.9118 - FAX 916.852.9132

Sacramento Downtown Specific Plan  
 Tier 1 Opportunity Sites

Sacramento, California

**SITE PLAN - SITE 115**

S1218-03-01

June 2017

Figure 2-27



# Appendix I

## Noise Data

Project Name: Downtown Specific Plan  
 Analysis Scenario: Existing Conditions  
 Source of Traffic Volumes: Fehr & Peers, 2017

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume				Noise Level (Ldn) dBA
			Auto	MT	HT	Total	Auto	MT	HT	
<b>G Street</b>										
8th Street to 12th Street	Hard	50	35	35	35	414	389.16	16.56	8.28	62
12th Street to 15th Street	Hard	50	35	35	35	379	356.26	15.16	7.58	62
<b>H Street</b>										
8th street to 16th Street	Hard	50	35	35	35	974	915.56	38.96	19.48	66
<b>I Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1713	1610.2	68.52	34.26	68
<b>J Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	3116	2929	124.64	62.32	70.7
5th Street to 6th Street	Hard	50	35	35	35	2736	2571.8	109.44	54.72	70
6th Street to 7th Street	Hard	50	35	35	35	2474	2325.6	98.96	49.48	70
7th Street to 8th Street	Hard	50	35	35	35	2269	2132.9	90.76	45.38	69
8th Street to 15th Street	Hard	50	35	35	35	2088	1962.7	83.52	41.76	69
15th Street to 16th Street	Hard	50	35	35	35	1685	1583.9	67.4	33.7	68
16th Street to 29th Street	Hard	50	35	35	35	1530	1438.2	61.2	30.6	68
<b>L Street</b>										
5th Street to 7th Street	Hard	50	35	35	35	1495	1405.3	59.8	29.9	67
7th Street to 8th Street	Hard	50	35	35	35	1296	1218.2	51.84	25.92	67
8th Street to 9th Street	Hard	50	35	35	35	1284	1207	51.36	25.68	67
9th Street to 10th Street	Hard	50	35	35	35	1792	1684.5	71.68	35.84	68
<b>N Street</b>										
5th Street to 9th Street	Hard	50	35	35	35	811	762.34	32.44	16.22	65
9th Street to 10th Street	Hard	50	35	35	35	827	777.38	33.08	16.54	65
10th Street to 15th Street	Hard	50	35	35	35	957	899.58	38.28	19.14	66
15th Street to 16th Street	Hard	50	35	35	35	963	905.22	38.52	19.26	66
16th Street to 19th Street	Hard	50	35	35	35	772	725.68	30.88	15.44	65
19th Street to 21st Street	Hard	50	35	35	35	651	611.94	26.04	13.02	64
<b>P Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2051	1927.9	82.04	41.02	69
5th Street to 9th Street	Hard	50	35	35	35	1481	1392.1	59.24	29.62	67
9th Street to 10th Street	Hard	50	35	35	35	1135	1066.9	45.4	22.7	66
10th Street to 15th Street	Hard	50	35	35	35	1114	1047.2	44.56	22.28	66
15th Street to 48th Street	Hard	50	35	35	35	950	893	38	19	66
<b>Q Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2455	2307.7	98.2	49.1	70
5th Street to 9th Street	Hard	50	35	35	35	1821	1711.7	72.84	36.42	68
9th Street to 10th Street	Hard	50	35	35	35	1432	1346.1	57.28	28.64	67
10th Street to 15th Street	Hard	50	35	35	35	1098	1032.1	43.92	21.96	66
<b>W Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	774	727.56	30.96	15.48	65
15th Street to 16th Street	Hard	50	35	35	35	1290	1212.6	51.6	25.8	67
16th Street to 19th Street	Hard	50	35	35	35	1172	1101.7	46.88	23.44	66
<b>X Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	830	780.2	33.2	16.6	65
15th Street to 16th Street	Hard	50	35	35	35	2015	1894.1	80.6	40.3	69
16th Street to 19th Street	Hard	50	35	35	35	1178	1107.3	47.12	23.56	66
19th Street to 21st Street	Hard	50	35	35	35	1325	1245.5	53	26.5	67
<b>Broadway</b>										
15th Street to 16th Street	Hard	50	35	35	35	1911	1796.3	76.44	38.22	69
16th Street to 19th Street	Hard	50	35	35	35	1725	1621.5	69	34.5	68

19th Street to Highway 99	Hard	50	35	35	35	1785	1677.9	71.4	35.7	68
<b>3rd Street</b>										
Q Street to P Street	Hard	50	35	35	35	683	642.02	27.32	13.66	64
P Street to Capital Mall	Hard	50	35	35	35	1557	1463.6	62.28	31.14	68
Capital Mall to J Street	Hard	50	35	35	35	1724	1620.6	68.96	34.48	68
<b>5th Street</b>										
W Street to Q Street	Hard	50	35	35	35	692	650.48	27.68	13.84	64
Q Street to P Street	Hard	50	35	35	35	880	827.2	35.2	17.6	65
P Street to N Street	Hard	50	35	35	35	1067	1003	42.68	21.34	66
N Street to Capital Mall	Hard	50	35	35	35	698	656.12	27.92	13.96	64
Capital Mall to L Street	Hard	50	35	35	35	768	721.92	30.72	15.36	65
L Street to J Street	Hard	50	35	35	35	795	747.3	31.8	15.9	65
<b>8th Street</b>										
L Street to J Street	Hard	50	35	35	35	515	484.1	20.6	10.3	63
J Street to I Street	Hard	50	35	35	35	748	703.12	29.92	14.96	64
I Street to H Street	Hard	50	35	35	35	496	466.24	19.84	9.92	63
H Street to G Street	Hard	50	35	35	35	521	489.74	20.84	10.42	63
<b>9th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1039	976.66	41.56	20.78	66
P Street to N Street	Hard	50	35	35	35	1023	961.62	40.92	20.46	66
N Street to L Street	Hard	50	35	35	35	1047	984.18	41.88	20.94	66
<b>10th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1212	1139.3	48.48	24.24	67
P Street to N Street	Hard	50	35	35	35	1217	1144	48.68	24.34	67
N Street to L Street	Hard	50	35	35	35	817	767.98	32.68	16.34	65
<b>15th Street</b>										
W Street to Q Street	Hard	50	35	35	35	1376	1293.4	55.04	27.52	67
Q Street to P Street	Hard	50	35	35	35	1341	1260.5	53.64	26.82	67
P Street to N Street	Hard	50	35	35	35	1472	1383.7	58.88	29.44	67
N Street to J Street	Hard	50	35	35	35	1442	1355.5	57.68	28.84	67
J Street to G Street	Hard	50	35	35	35	587	551.78	23.48	11.74	63
<b>16th Street</b>										
W Street to N Street	Hard	50	35	35	35	1756	1650.6	70.24	35.12	68
N Street to J Street	Hard	50	35	35	35	1850	1739	74	37	68
J Street to I Street	Hard	50	35	35	35	2005	1884.7	80.2	40.1	69
I Street to H Street	Hard	50	35	35	35	2049	1926.1	81.96	40.98	69
<b>19th Street</b>										
W Street to N Street	Hard	50	35	35	35	1084	1019	43.36	21.68	66
<b>21st Street</b>										
X Street to N Street	Hard	50	35	35	35	1075	1010.5	43	21.5	66
<b>29th Street</b>										
P Street to J Street	Hard	50	35	35	35	944	887.36	37.76	18.88	66

**Project Name: Downtown Specific Plan**  
**Analysis Scenario: Existing Plus Project Conditions**  
**Source of Traffic Volumes: Fehr & Peers, 2017**

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Noise Level (Ldn) dBA)	
			Auto	MT	HT	Total	Auto	MT		HT
<b>G Street</b>										
8th Street to 12th Street	Hard	50	35	35	35	475	446.5	19	9.5	63
12th Street to 15th Street	Hard	50	35	35	35	928	872.32	37.12	18.56	65
<b>H Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1046	983.24	41.84	20.92	66
<b>I Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1648	1549.1	65.92	32.96	68
<b>J Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	3076	2891.4	123.04	61.52	70.6
5th Street to 6th Street	Hard	50	35	35	35	2222	2088.7	88.88	44.44	69
6th Street to 7th Street	Hard	50	35	35	35	1906	1791.6	76.24	38.12	69
7th Street to 8th Street	Hard	50	35	35	35	1839	1728.7	73.56	36.78	68
8th Street to 15th Street	Hard	50	35	35	35	1764	1658.2	70.56	35.28	68
15th Street to 16th Street	Hard	50	35	35	35	1751	1645.9	70.04	35.02	68
16th Steet to 29th Street	Hard	50	35	35	35	1477	1388.4	59.08	29.54	67
<b>L Street</b>										
5th Street to 7th Street	Hard	50	35	35	35	1206	1133.6	48.24	24.12	67
7th Street to 8th Street	Hard	50	35	35	35	1097	1031.2	43.88	21.94	66
8th Street to 9th Street	Hard	50	35	35	35	1153	1083.8	46.12	23.06	66
9th Street to 10th Street	Hard	50	35	35	35	1635	1536.9	65.4	32.7	68
<b>N Street</b>										
5th Street to 9th Street	Hard	50	35	35	35	727	683.38	29.08	14.54	64
9th Street to 10th Street	Hard	50	35	35	35	818	768.92	32.72	16.36	65
10th Street to 15th Street	Hard	50	35	35	35	849	798.06	33.96	16.98	65
15th Street to 16th Street	Hard	50	35	35	35	741	696.54	29.64	14.82	64
16th Street to 19th Street	Hard	50	35	35	35	729	685.26	29.16	14.58	64
19th Street to 21st Street	Hard	50	35	35	35	734	689.96	29.36	14.68	64
<b>P Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2024	1902.6	80.96	40.48	69
5th Street to 9th Street	Hard	50	35	35	35	1463	1375.2	58.52	29.26	67
9th Street to 10th Street	Hard	50	35	35	35	986	926.84	39.44	19.72	66
10th Street to 15th Street	Hard	50	35	35	35	1009	948.46	40.36	20.18	66
15th Street to 48th Street	Hard	50	35	35	35	984	924.96	39.36	19.68	66
<b>Q Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2589	2433.7	103.56	51.78	70
5th Street to 9th Street	Hard	50	35	35	35	2058	1934.5	82.32	41.16	69
9th Street to 10th Street	Hard	50	35	35	35	1580	1485.2	63.2	31.6	68
10th Street to 15th Street	Hard	50	35	35	35	1205	1132.7	48.2	24.1	67
<b>W Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	632	594.08	25.28	12.64	64
15th Street to 16th Street	Hard	50	35	35	35	2593	2437.4	103.72	51.86	70
16th Street to 19th Street	Hard	50	35	35	35	1189	1117.7	47.56	23.78	67
<b>X Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	1120	1052.8	44.8	22.4	66
15th Street to 16th Street	Hard	50	35	35	35	2300	2162	92	46	69
16th Street to 19th Street	Hard	50	35	35	35	1239	1164.7	49.56	24.78	67
19th Street to 21st Street	Hard	50	35	35	35	1415	1330.1	56.6	28.3	67
<b>Broadway</b>										
15th Street to 16th Street	Hard	50	35	35	35	1646	1547.2	65.84	32.92	68
16th Street to 19th Street	Hard	50	35	35	35	1489	1399.7	59.56	29.78	67

19th Street to Highway 99	Hard	50	35	35	35	1706	1603.6	68.24	34.12	68
<b>3rd Street</b>										
Q Street to P Street	Hard	50	35	35	35	654	614.76	26.16	13.08	64
P Street to Capital Mall	Hard	50	35	35	35	1498	1408.1	59.92	29.96	68
Capital Mall to J Street	Hard	50	35	35	35	1505	1414.7	60.2	30.1	68
<b>5th Street</b>										
W Street to Q Street	Hard	50	35	35	35	932	876.08	37.28	18.64	65
Q Street to P Street	Hard	50	35	35	35	1099	1033.1	43.96	21.98	66
P Street to N Street	Hard	50	35	35	35	1115	1048.1	44.6	22.3	66
N Street to Capital Mall	Hard	50	35	35	35	1153	1083.8	46.12	23.06	66
Capital Mall to L Street	Hard	50	35	35	35	1371	1288.7	54.84	27.42	67
L Street to J Street	Hard	50	35	35	35	1264	1188.2	50.56	25.28	67
<b>8th Street</b>										
L Street to J Street	Hard	50	35	35	35	804	755.76	32.16	16.08	65
J Street to I Street	Hard	50	35	35	35	903	848.82	36.12	18.06	65
I Street to H Street	Hard	50	35	35	35	588	552.72	23.52	11.76	63
H Street to G Street	Hard	50	35	35	35	425	399.5	17	8.5	62
<b>9th Street</b>										
Q Street to P Street	Hard	50	35	35	35	952	894.88	38.08	19.04	66
P Street to N Street	Hard	50	35	35	35	911	856.34	36.44	18.22	65
N Street to L Street	Hard	50	35	35	35	1032	970.08	41.28	20.64	66
<b>10th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1395	1311.3	55.8	27.9	67
P Street to N Street	Hard	50	35	35	35	1332	1252.1	53.28	26.64	67
N Street to L Street	Hard	50	35	35	35	877	824.38	35.08	17.54	65
<b>15th Street</b>										
W Street to Q Street	Hard	50	35	35	35	2056	1932.6	82.24	41.12	69
Q Street to P Street	Hard	50	35	35	35	960	902.4	38.4	19.2	66
P Street to N Street	Hard	50	35	35	35	1182	1111.1	47.28	23.64	66
N Street to J Street	Hard	50	35	35	35	1363	1281.2	54.52	27.26	67
J Street to G Street	Hard	50	35	35	35	1052	988.88	42.08	21.04	66
<b>16th Street</b>										
W Street to N Street	Hard	50	35	35	35	1492	1402.5	59.68	29.84	67
N Street to J Street	Hard	50	35	35	35	2261	2125.3	90.44	45.22	69
J Street to I Street	Hard	50	35	35	35	2535	2382.9	101.4	50.7	70
I Street to H Street	Hard	50	35	35	35	2058	1934.5	82.32	41.16	69
<b>19th Street</b>										
W Street to N Street	Hard	50	35	35	35	1174	1103.6	46.96	23.48	66
<b>21st Street</b>										
X Street to N Street	Hard	50	35	35	35	1237	1162.8	49.48	24.74	67
<b>29th Street</b>										
P Street to J Street	Hard	50	35	35	35	837	786.78	33.48	16.74	65

**Project Name: Downtown Specific Plan**  
**Analysis Scenario: Cumulative Conditions**  
**Source of Traffic Volumes: Fehr & Peers, 2017**

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Noise Level (Ldn) dBA	
			Auto	MT	HT	Total	Auto	MT		HT
<b>G Street</b>										
8th Street to 12th Street	Hard	50	35	35	35	352	330.88	14.08	7.04	61
12th Street to 15th Street	Hard	50	35	35	35	374	351.56	14.96	7.48	61
<b>H Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1043	980.42	41.72	20.86	66
<b>I Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1702	1599.9	68.08	34.04	68
<b>J Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	3201	3008.9	128.04	64.02	70.8
5th Street to 6th Street	Hard	50	35	35	35	2768	2601.9	110.72	55.36	70
6th Street to 7th Street	Hard	50	35	35	35	2495	2345.3	99.8	49.9	70
7th Street to 8th Street	Hard	50	35	35	35	2297	2159.2	91.88	45.94	69
8th Street to 15th Street	Hard	50	35	35	35	2116	1989	84.64	42.32	69
15th Street to 16th Street	Hard	50	35	35	35	1761	1655.3	70.44	35.22	68
16th Steet to 29th Street	Hard	50	35	35	35	1621	1523.7	64.84	32.42	68
<b>L Street</b>										
5th Street to 7th Street	Hard	50	35	35	35	1888	1774.7	75.52	37.76	69
7th Street to 8th Street	Hard	50	35	35	35	1486	1396.8	59.44	29.72	67
8th Street to 9th Street	Hard	50	35	35	35	1534	1442	61.36	30.68	68
9th Street to 10th Street	Hard	50	35	35	35	1966	1848	78.64	39.32	69
<b>N Street</b>										
5th Street to 9th Street	Hard	50	35	35	35	1155	1085.7	46.2	23.1	66
9th Street to 10th Street	Hard	50	35	35	35	1076	1011.4	43.04	21.52	66
10th Street to 15th Street	Hard	50	35	35	35	1123	1055.6	44.92	22.46	66
15th Street to 16th Street	Hard	50	35	35	35	1071	1006.7	42.84	21.42	66
16th Street to 19th Street	Hard	50	35	35	35	805	756.7	32.2	16.1	65
19th Street to 21st Street	Hard	50	35	35	35	751	705.94	30.04	15.02	65
<b>P Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2172	2041.7	86.88	43.44	69
5th Street to 9th Street	Hard	50	35	35	35	1698	1596.1	67.92	33.96	68
9th Street to 10th Street	Hard	50	35	35	35	1438	1351.7	57.52	28.76	67
10th Street to 15th Street	Hard	50	35	35	35	1406	1321.6	56.24	28.12	67
15th Street to 48th Street	Hard	50	35	35	35	1129	1061.3	45.16	22.58	66
<b>Q Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2377	2234.4	95.08	47.54	70
5th Street to 9th Street	Hard	50	35	35	35	2138	2009.7	85.52	42.76	69
9th Street to 10th Street	Hard	50	35	35	35	1747	1642.2	69.88	34.94	68
10th Street to 15th Street	Hard	50	35	35	35	1487	1397.8	59.48	29.74	67
<b>W Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	1235	1160.9	49.4	24.7	67
15th Street to 16th Street	Hard	50	35	35	35	1896	1782.2	75.84	37.92	69
16th Street to 19th Street	Hard	50	35	35	35	1485	1395.9	59.4	29.7	67
<b>X Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	1321	1241.7	52.84	26.42	67
15th Street to 16th Street	Hard	50	35	35	35	2508	2357.5	100.32	50.16	70
16th Street to 19th Street	Hard	50	35	35	35	1658	1558.5	66.32	33.16	68
19th Street to 21st Street	Hard	50	35	35	35	1724	1620.6	68.96	34.48	68
<b>Broadway</b>										
15th Street to 16th Street	Hard	50	35	35	35	2163	2033.2	86.52	43.26	69
16th Street to 19th Street	Hard	50	35	35	35	2162	2032.3	86.48	43.24	69

19th Street to Highway 99	Hard	50	35	35	35	2120	1992.8	84.8	42.4	69
<b>3rd Street</b>										
Q Street to P Street	Hard	50	35	35	35	909	854.46	36.36	18.18	65
P Street to Capital Mall	Hard	50	35	35	35	1955	1837.7	78.2	39.1	69
Capital Mall to J Street	Hard	50	35	35	35	2252	2116.9	90.08	45.04	69
<b>5th Street</b>										
W Street to Q Street	Hard	50	35	35	35	800	752	32	16	65
Q Street to P Street	Hard	50	35	35	35	798	750.12	31.92	15.96	65
P Street to N Street	Hard	50	35	35	35	1074	1009.6	42.96	21.48	66
N Street to Capital Mall	Hard	50	35	35	35	815	766.1	32.6	16.3	65
Capital Mall to L Street	Hard	50	35	35	35	842	791.48	33.68	16.84	65
L Street to J Street	Hard	50	35	35	35	873	820.62	34.92	17.46	65
<b>8th Street</b>										
L Street to J Street	Hard	50	35	35	35	758	712.52	30.32	15.16	65
J Street to I Street	Hard	50	35	35	35	967	908.98	38.68	19.34	66
I Street to H Street	Hard	50	35	35	35	799	751.06	31.96	15.98	65
H Street to G Street	Hard	50	35	35	35	627	589.38	25.08	12.54	64
<b>9th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1115	1048.1	44.6	22.3	66
P Street to N Street	Hard	50	35	35	35	1088	1022.7	43.52	21.76	66
N Street to L Street	Hard	50	35	35	35	1174	1103.6	46.96	23.48	66
<b>10th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1052	988.88	42.08	21.04	66
P Street to N Street	Hard	50	35	35	35	1077	1012.4	43.08	21.54	66
N Street to L Street	Hard	50	35	35	35	829	779.26	33.16	16.58	65
<b>15th Street</b>										
W Street to Q Street	Hard	50	35	35	35	1568	1473.9	62.72	31.36	68
Q Street to P Street	Hard	50	35	35	35	1471	1382.7	58.84	29.42	67
P Street to N Street	Hard	50	35	35	35	1533	1441	61.32	30.66	68
N Street to J Street	Hard	50	35	35	35	1481	1392.1	59.24	29.62	67
J Street to G Street	Hard	50	35	35	35	610	573.4	24.4	12.2	64
<b>16th Street</b>										
W Street to N Street	Hard	50	35	35	35	1737	1632.8	69.48	34.74	68
N Street to J Street	Hard	50	35	35	35	1951	1833.9	78.04	39.02	69
J Street to I Street	Hard	50	35	35	35	2091	1965.5	83.64	41.82	69
I Street to H Street	Hard	50	35	35	35	2121	1993.7	84.84	42.42	69
<b>19th Street</b>										
W Street to N Street	Hard	50	35	35	35	1247	1172.2	49.88	24.94	67
<b>21st Street</b>										
X Street to N Street	Hard	50	35	35	35	1216	1143	48.64	24.32	67
<b>29th Street</b>										
P Street to J Street	Hard	50	35	35	35	1143	1074.4	45.72	22.86	66

**Project Name: Downtown Specific Plan**  
**Analysis Scenario: Cumulative Plus Project Conditions**  
**Source of Traffic Volumes: Fehr & Peers, 2017**

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	
			Auto	MT	HT	Total	Auto	MT		HT
<b>G Street</b>										
8th Street to 12th Street	Hard	50	35	35	35	938	881.72	37.52	18.76	65
12th Street to 15th Street	Hard	50	35	35	35	1024	962.56	40.96	20.48	66
<b>H Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1176	1105.4	47.04	23.52	66
<b>I Street</b>										
8th street to 16th Street	Hard	50	35	35	35	1653	1553.8	66.12	33.06	68
<b>J Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	3245	3050.3	129.8	64.9	70.9
5th Street to 6th Street	Hard	50	35	35	35	2292	2154.5	91.68	45.84	69
6th Street to 7th Street	Hard	50	35	35	35	1842	1731.5	73.68	36.84	68
7th Street to 8th Street	Hard	50	35	35	35	1747	1642.2	69.88	34.94	68
8th Street to 15th Street	Hard	50	35	35	35	1766	1660	70.64	35.32	68
15th Street to 16th Street	Hard	50	35	35	35	1822	1712.7	72.88	36.44	68
16th Steet to 29th Street	Hard	50	35	35	35	1621	1523.7	64.84	32.42	68
<b>L Street</b>										
5th Street to 7th Street	Hard	50	35	35	35	1438	1351.7	57.52	28.76	67
7th Street to 8th Street	Hard	50	35	35	35	1216	1143	48.64	24.32	67
8th Street to 9th Street	Hard	50	35	35	35	1351	1269.9	54.04	27.02	67
9th Street to 10th Street	Hard	50	35	35	35	1781	1674.1	71.24	35.62	68
<b>N Street</b>										
5th Street to 9th Street	Hard	50	35	35	35	777	730.38	31.08	15.54	65
9th Street to 10th Street	Hard	50	35	35	35	678	637.32	27.12	13.56	64
10th Street to 15th Street	Hard	50	35	35	35	712	669.28	28.48	14.24	64
15th Street to 16th Street	Hard	50	35	35	35	790	742.6	31.6	15.8	65
16th Street to 19th Street	Hard	50	35	35	35	818	768.92	32.72	16.36	65
19th Street to 21st Street	Hard	50	35	35	35	894	840.36	35.76	17.88	65
<b>P Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2129	2001.3	85.16	42.58	69
5th Street to 9th Street	Hard	50	35	35	35	1627	1529.4	65.08	32.54	68
9th Street to 10th Street	Hard	50	35	35	35	1184	1113	47.36	23.68	66
10th Street to 15th Street	Hard	50	35	35	35	1183	1112	47.32	23.66	66
15th Street to 48th Street	Hard	50	35	35	35	1219	1145.9	48.76	24.38	67
<b>Q Street</b>										
3rd Street to 5th Street	Hard	50	35	35	35	2449	2302.1	97.96	48.98	70
5th Street to 9th Street	Hard	50	35	35	35	2214	2081.2	88.56	44.28	69
9th Street to 10th Street	Hard	50	35	35	35	1772	1665.7	70.88	35.44	68
10th Street to 15th Street	Hard	50	35	35	35	1485	1395.9	59.4	29.7	67
<b>W Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	1416	1331	56.64	28.32	67
15th Street to 16th Street	Hard	50	35	35	35	2302	2163.9	92.08	46.04	69
16th Street to 19th Street	Hard	50	35	35	35	1621	1523.7	64.84	32.42	68
<b>X Street</b>										
5th Street to 15th Street	Hard	50	35	35	35	1643	1544.4	65.72	32.86	68
15th Street to 16th Street	Hard	50	35	35	35	2696	2534.2	107.84	53.92	70
16th Street to 19th Street	Hard	50	35	35	35	1723	1619.6	68.92	34.46	68
19th Street to 21st Street	Hard	50	35	35	35	1873	1760.6	74.92	37.46	68
<b>Broadway</b>										
15th Street to 16th Street	Hard	50	35	35	35	2029	1907.3	81.16	40.58	69
16th Street to 19th Street	Hard	50	35	35	35	1656	1556.6	66.24	33.12	68



19th Street to Highway 99	Hard	50	35	35	35	1821	1711.7	72.84	36.42	68
<b>3rd Street</b>										
Q Street to P Street	Hard	50	35	35	35	902	847.88	36.08	18.04	65
P Street to Capital Mall	Hard	50	35	35	35	1647	1548.2	65.88	32.94	68
Capital Mall to J Street	Hard	50	35	35	35	2119	1991.9	84.76	42.38	69
<b>5th Street</b>										
W Street to Q Street	Hard	50	35	35	35	1166	1096	46.64	23.32	66
Q Street to P Street	Hard	50	35	35	35	1165	1095.1	46.6	23.3	66
P Street to N Street	Hard	50	35	35	35	1141	1072.5	45.64	22.82	66
N Street to Capital Mall	Hard	50	35	35	35	1316	1237	52.64	26.32	67
Capital Mall to L Street	Hard	50	35	35	35	1665	1565.1	66.6	33.3	68
L Street to J Street	Hard	50	35	35	35	1543	1450.4	61.72	30.86	68
<b>8th Street</b>										
L Street to J Street	Hard	50	35	35	35	1024	962.56	40.96	20.48	66
J Street to I Street	Hard	50	35	35	35	1002	941.88	40.08	20.04	66
I Street to H Street	Hard	50	35	35	35	835	784.9	33.4	16.7	65
H Street to G Street	Hard	50	35	35	35	495	465.3	19.8	9.9	63
<b>9th Street</b>										
Q Street to P Street	Hard	50	35	35	35	895	841.3	35.8	17.9	65
P Street to N Street	Hard	50	35	35	35	892	838.48	35.68	17.84	65
N Street to L Street	Hard	50	35	35	35	1056	992.64	42.24	21.12	66
<b>10th Street</b>										
Q Street to P Street	Hard	50	35	35	35	1273	1196.6	50.92	25.46	67
P Street to N Street	Hard	50	35	35	35	1227	1153.4	49.08	24.54	67
N Street to L Street	Hard	50	35	35	35	922	866.68	36.88	18.44	65
<b>15th Street</b>										
W Street to Q Street	Hard	50	35	35	35	1358	1276.5	54.32	27.16	67
Q Street to P Street	Hard	50	35	35	35	997	937.18	39.88	19.94	66
P Street to N Street	Hard	50	35	35	35	1146	1077.2	45.84	22.92	66
N Street to J Street	Hard	50	35	35	35	1372	1289.7	54.88	27.44	67
J Street to G Street	Hard	50	35	35	35	1166	1096	46.64	23.32	66
<b>16th Street</b>										
W Street to N Street	Hard	50	35	35	35	1460	1372.4	58.4	29.2	67
N Street to J Street	Hard	50	35	35	35	2393	2249.4	95.72	47.86	70
J Street to I Street	Hard	50	35	35	35	2594	2438.4	103.76	51.88	70
I Street to H Street	Hard	50	35	35	35	1912	1797.3	76.48	38.24	69
<b>19th Street</b>										
W Street to N Street	Hard	50	35	35	35	1454	1366.8	58.16	29.08	67
<b>21st Street</b>										
X Street to N Street	Hard	50	35	35	35	1358	1276.5	54.32	27.16	67
<b>29th Street</b>										
P Street to J Street	Hard	50	35	35	35	918	862.92	36.72	18.36	65

# Appendix J

## **Water Supply Assessment**

**City of Sacramento**  
**SB 610/SB 221 Water Supply Assessment and Certification Form**

This form may be used to complete water supply assessments for projects located in an area covered by the City's most recent Urban Water Management Plan.

Note: Please do not use this form if the projected water demand for your project area was not included in the City's latest Urban Water Management Plan. To review the City's Urban Water Management Plan, please visit:  
<http://www.cityofsacramento.org/utilities/urbanwater/index.html>

**Project: Downtown Specific Plan Environmental Impact Report**

**Date: May 8, 2017**

**Project Applicant (Name of Company): City of Sacramento**

**Applicant Contact (Name of Individual): Samhita Saquib on behalf of ESA for the City of Sacramento**

**Phone Number: 916-564-4500**

**E-mail: [ssaquib@esassoc.com](mailto:ssaquib@esassoc.com)**

**Address: ESA, 2600 Capitol Avenue, Suite 200, Sacramento, CA 95816**

---

**Project Applicant to fill in the following:**

1. Does the project include:

Type of Development	Yes	No
A proposed residential development of 500 or more dwelling units	X	
A shopping Center employing more than 1,000 persons or having more than 500,000 square feet?		X
A Commercial Office building employing more than 1,000 persons or having more than 250,000 square feet?	X	
A proposed hotel or motel, or both, having more than 500 rooms		X
A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area		X
A mixed use project that includes one or more of the projects specified above	X	
A project that would demand an amount of water equivalent to, or greater than, the water required by a 500 dwelling unit project	X	

If the answer is no to all of the above, a water supply assessment is not required for the project.

2. Is the projected water demand for the project location included in the City's 2015 Urban Water Management Plan, adopted June 2016?

Yes:   X  

No:           

If the answer is no, you cannot use this form. Please refer to the requirements of SB 610 for preparing a water supply assessment.

3. Please fill in the project demands below:

Type of Development	Land Use Category	Demand Factor		Proposed Development			Current Zoning		
		Residential Water Use Factor, afy/dwelling unit	Non-Residential Water Use Factor, afy/employee	Number Dwelling Units	Number Employees	Total Demand	Number Dwelling Units	Number Employees	Total Demand
Residential - Low	Rural Residential (RR)	.61	.09						
	Suburban Neighborhood Low Density (SNLD)								
	Traditional Neighborhood Low Density (TLDR)								
Residential - Medium	Suburban Neighborhood Medium Density (SMDR)	.39	.09						
	Urban Neighborhood Low Density (ULDR)			0	0	0	2	71	7.17
Residential - High	Suburban Neighborhood High Density (SHDR)	.12	.04						
	Traditional Neighborhood Medium Density (TMDR)			143	483	36.48	10,075	3,275	1,340
	Urban Neighborhood Medium Density (UMDR)								
	Traditional Neighborhood High Density (THDR)			0	0	0	18	0	2.16
Mixed Use	Employment Center Mid Rise (ECMR)	.19	.09						
	Suburban Center (SCnt)								
	Suburban Corridor (Scor)								
	Traditional Center (TCnt)			14	191	19.85	208	1,348	160.84

Mixed Use - Higher Density	Urban Center High (UCntHigh)	.15	.04	759	266	124.49	0	150	6
	Urban Center Low (UcntLow)			1,043	317	169.13	32	1,078	47.92
	Urban Corridor High (UCorHigh)			2,624	2,722	502.48	1,502	11,322	678.18
	Urban Corridor Low (UCorLow)			2,856	1,730	497.6	1,548	9,858	626.52
Central Business District	Central Business District (CBD)	.15	.02	5,353	16,758	1,138.11	3,118	45,062	1,368.94
	Urban Neighborhood High Density (UHDR)								
Commercial	Regional Commercial (RC)	.15	.09						
	Employment Center Low Rise (ECLR)			269	161	54.84	116	1,658	166.62
Industrial	Industrial (IND)		.14						
Public	Public/Quasi-Public (PUB)	.37	.17	0	107	18.19	0	1,046	177.82
Park	Parks and Recreation (PRK)	.37	.17	0	13	2.21	0	3,620	615.4
Open Space	Open Space (OS)	0	0						
Other	MIXED	0.61	N/A	340	N/A	207.40	N/A	N/A	N/A
Other									
Other									
<b>Total Demand (AFY)</b>						2,770.78			5,197.57

#### 4. Required Elements of Water Supply Assessment (Water Code § 10910)

- A. Water supply entitlements, water rights or water service contracts (Water Code § 10910(d)):

The City's water supply entitlements, water rights and water service contract are identified and discussed in the Urban Water Management Plan, Chapters 4, and 5.

All infrastructure necessary to deliver a water supply to the project is in place, excepting any distribution facilities required to be constructed and financed by the project applicant: Yes:  X  No: \_\_\_\_\_

- B. Identification of other sources of water supply if no water has been received under City's existing entitlements, water rights or water service contracts (Water Code § 10910(e)):

Not applicable.

- C. Information and analysis pertaining to groundwater supply (Water Code § 10910(f)):

Addressed by Urban Water Management Plan, Chapters 2, 4 and 5.

**Verification of Water Supply**  
**(for residential development of more than 500 dwelling units)**

Based on the City's most recent Urban Water Management Plan, are there sufficient water supplies for the project during normal, single dry and multiple dry years over a 20 year period?

Yes: \_\_\_\_\_

No: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**This box to be filled in by the City**

Distribution:

Applicant

Development Services Department (Org: 4913) – Assigned Planner: \_\_\_\_\_

Utilities Department (Org: 3334) - Development Review (Tony Bertrand)

Utilities Department (Org: 3332) - Capital Improvements (Brett Ewart)