

City of
SACRAMENTO
Community Development

ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name and Number: Crocker Village (P15-027)

Original Project: Curtis Park Village (P04-079)

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the attached EIR. A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California) (CEQA).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

By: _____

Date: _____

1/21/2016

Crocker Village Project (P15-027)
Addendum to Environmental Impact Report (SCH 2004082020)

File Number/Project Name: Crocker Village Project (P15-027)

Project Location:

North of Sutterville Road, south of Portola Way, east of the Union Pacific Railroad/Regional Transit South Line, and west of Crocker Drive.

Assessor's Parcel Numbers: 013-0010-036, 013-0010-037, 013-0010-038, 013-0010-044, 013-0010-047, 013-0062-001,-002 (see Attachment A).

Existing Plan Designations and Zoning: The 2035 General Plan land use designation for the project site is Traditional Center, Traditional Neighborhood Low and Traditional Neighborhood High. The current zoning designations established within the proposed Crocker Village project site include residential (R1-A (PUD), R-4A (PUD)), and shopping center (SC (PUD)).

Project Discussion: The City Council approved the Curtis Park Village project on September 28, 2010. As part of the project approval, the City Council certified the Curtis Park Village EIR (Resolution No. 2010-174) on April 1, 2010, and adopted CEQA Findings of Fact, Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations on September 28, 2010 (Resolution No. 2010-572). The project approval established a planned unit development (PUD) covering the entire project site. The EIR and City Council Resolutions are available online at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

The EIR was prepared in compliance with CEQA, and evaluated the relevant technical issues in terms of whether the project as proposed would cause significant effects on the environment. The MMP included in Resolution No. 2010-572 (Attachment D) identified the mitigation measures in the project EIR that had been identified as reducing significant effects. Significant and unavoidable impacts identified in the EIR included impacts to freeway ramps under baseline plus project conditions, cumulative impacts to study roadway segments, cumulative impacts to freeway ramps, impacts related to long-term increase of criteria air pollutants, and cumulative contribution to the regional air quality conditions.

It should be noted that a previous addendum to the Curtis Park Village EIR was proposed, the Curtis Park Village Fuel Island Project (P14-036), which included the development of a fuel center with an associated retail kiosk in the southern commercial area of the Curtis Park Village site. However, the fuel island project was not approved. The fuel island addendum included an analysis of transportation impacts. A Transportation Analysis Report was prepared for the fuel island project analyzing traffic conditions within the Curtis Park Village site area. With the exception of the fuel center, the other land uses within the Crocker Village Project site remain the

same, and as such the Transportation Analysis Report would be considered sufficient for transportation analysis for the proposed project.

The original project, Curtis Park Village was approved for 189 single-family residential lots, one senior housing lot consisting of 90 units, two multi-family housing lots consisting of 248 dwelling units, one Union Pacific Railroad (UPRR) easement lot, 259,00 square feet of commercial, a 3.7 acre park, five open space lots, one guest parking lot, eight private drive lots, two detention basin lots at 0.7 acre and 3.6 acres, one exclusive right of way easement lot, and one pedestrian access lot.

The proposed Crocker Village Project is a 51.31 acre piece of the overall original Crocker Village Tentative Map and would modify the previously approved Curtis Park Village Tentative Map by subdividing approximately 51.31 acres into 218 lots, including 200 single-unit dwellings, a lot for 131 multi-unit dwellings, 11.6 acre commercial use, a 6.6 acre joint use park/detention basin lot, and additional lots for open space, walkways, private drives, and emergency vehicle access in the Single-Unit Dwelling (R-1A PUD), Multi-Unit Dwelling (R-4A PUD), and Shopping Center (SC-PUD) zones and located in the Curtis Park Village Planned Unit Development (PUD) (see Table 1). The proposed changes are summarized below:

- Removing of the northern detention basin;
- Adding Road A;
- Reconfiguring the Park/Detention Basin facility;
- Providing single-family dwellings at the park's southern boundary;
- Replacing a portion of the area previously designated for multi-family development with single-unit dwellings;
- Updating the tentative map to reflect the previously approved senior housing complex; and
- Subdividing the southern commercial area into two lots.

Additionally, the project would require entitlements to provide an amendment to the PUD Schematic Plan to depict the proposed changes to the prior plan, including reconfiguring the park and detention basin to become a joint use facility, providing additional single-unit dwellings, reducing the area for multi-unit dwellings, and reflecting the previously approved senior housing complex project; PUD Guidelines Text Amendment to provide updated information, including description and design guidelines for the Court Lots, increasing the height of multi-unit dwelling use, allowing for a wider pedestrian pathway, and other administrative changes; Post Subdivision Modifications for non-standard streets and emergency vehicle access; and, Site Plan and Design Review with deviations for a tentative map.

Given the reconfiguration of the site and reduction in residential units, impacts would be generally less from what was previously analyzed in the Curtis Park Village EIR.

Table 1 Land Use Comparison			
Land Use	Curtis Park Village Project	Crocker Village Project	Change
Commercial	11.6 acres	11.6 acres	0
Single-Family Residential	104 units	200 units	+96 units
Multi-Family Residential	244 units	131 units	- 113 units
Park/Joint Use Facility/Detention Basin	3.7 acres	6.6 acres	+2.9
<i>Totals:</i>	<i>11.6 acres 527 units 3.7 acres</i>	<i>11.6 acres 422 units 6.6 acres</i>	<i>0 - 24,000 sf +2.9 acres</i>

In the case of a project proposal requiring discretionary approval by the City on a project for which the City has certified an EIR for the overall project, as here, the City must determine whether a supplemental or subsequent EIR is required. The CEQA Guidelines provide guidance in this process by requiring an examination of whether, since the certification of the EIR and approval of the project, changes in the project or conditions have been made to such an extent that the proposal may result in substantial changes in physical conditions that are considered significant under CEQA. If so, the City would be required to prepare a supplemental or subsequent EIR. The examination of impacts was the first step taken by the City in reviewing the CEQA treatment of the proposed Crocker Village Project.

The following review proceeds with the requirements of CEQA Guidelines Section 15162 in mind. Section 15162 is discussed in detail below. The following discussion concludes that the conditions set forth in Section 15162 were not present, and that an addendum would be prepared for the project pursuant to CEQA Guidelines Section 15164.

The discussion in this Addendum confirms that the proposed Crocker Village Project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that the project is “exempt” from CEQA review, which is not the case. Rather, the determination here is that project’s impacts have been considered in an EIR (i.e., the Curtis Park Village Project EIR) that was reviewed and certified by the City Council, and that the EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed Crocker Village Project. An addendum is the appropriate environmental document.

Discussion

An Addendum to a certified EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in Section 15162 as they relate to the project.

- 1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement**

- of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. **Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or**
 3. **New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:**
 - a) **The project will have one or more significant effects not discussed in the previous EIR or negative declaration;**
 - b) **Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];**
 - c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
 - d) **Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR and approval of the project, unless further discretionary action is required. The approvals requested as part of the Crocker Village Project are considered discretionary actions, and CEQA review, is therefore required.

Substantial Changes in the Project Standard

The Curtis Park Village EIR identified impacts resulting from single-family uses, multi-family uses, commercial uses, and the detention basin. The Curtis Park Village Project included conversion of the existing 72-acre project site into a mixed-use, urban infill development. The Curtis Park Village consisted of a neighborhood of single-family home sites, multi-family and senior multi-family residential complexes, and neighborhood-serving retail and commercial development areas. In addition, the project included approximately 259,000 sf of commercial retail, 189 single-

family home sites, a 90-unit senior multi-family housing complex, a 248-unit multi-family residential housing complex, and a 3.7-acre park.

The proposed Crocker Village Project is a 51.31 acre piece of the larger 72 acre project. The Crocker Village project proposes to modify the remaining undeveloped acres of the project site with the following:

- Replacement of some of the multi-family housing with motor court lots and single-family dwelling units;
- An increase in single-family dwelling units by 96, a decrease in multi-family dwelling units by 113, for an overall decrease of 17 units; and,
- Reconfigure the two detention basins and park site into one 6.6 acre joint use facility.

The proposed Crocker Village Project would rearrange the land uses previously approved by the Curtis Park Village Project and decrease the number of total dwelling units by 17. The modified project would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts. No changes have occurred with respect to circumstances under which the original project was undertaken that would cause significant environmental impacts to which the modified project would result in a cumulatively considerable contribution. There is no new information that shows that the modified project would cause new significant environmental impacts that were not already analyzed in the EIR. Accordingly, the Community Development Department concludes that the analyses conducted and the conclusions reached in the EIR certified on April 1, 2010, remain valid, and that no supplemental environmental review is required for the proposed project modifications. The proposal, therefore, does not constitute a substantial change in the project.

Substantial Changes in the Circumstances Standard

The project site once housed the railyard and operations center for the Western Pacific Railroad (WPR). When the Union Pacific was purchased by Southern Pacific Railroad in the early 1980s, the yard was declared surplus and closed. UPRR owned the property until 2003, when the applicant (Curtis Park Village, LLC) purchased the land. Railroad operations, including freight and passenger (light rail) service, would continue for the foreseeable future on land still owned by UPRR to the immediate west of the project property.

The remaining railroad operations that occur on the railroad-owned property consist of north / south rail mainlines and a switch area operated by the UPRR, as well as a dual track light rail transit facility and two stations operated by Sacramento Regional Transit. All of these facilities run along the entire west property line of the project site and separate the Curtis Park Village area from the Land Park neighborhood.

The Curtis Park Village project site was contaminated with hazardous wastes from the railyard era. Remediation of the site occurred pursuant to a Remedial Action Plan (RAP) approved by the California Department of Toxic Substances Control in 1995. The RAP included removal of contaminated soils resulting from the previous uses of the site as a railyard. Due to the remediation activities, much of the site has been graded or excavated. The remediation of the site

has been completed. Ongoing groundwater monitoring would occur on the project site, post-remediation, pursuant to the current RAP.

Remediation activities have thus been occurring on the project site for a number of years, which was constituted the only activity on-site prior to the original project's approval. With the exception of the rail and remediation activities, the site has been vacant. Since project approval, the applicant has proceeded with project-related activities, including construction of roads, utility infrastructure, and housing development. Such actions were considered as part of the project and do not constitute a change in circumstances.

Construction of a pedestrian overpass on the west side of the project that would carry pedestrians from the project site to the Sacramento City College campus and the Regional Transit light rail station has been initiated and is proceeding. The construction of the pedestrian overpass was considered at the time the City Council approved the Curtis Village Park Project, and the applicant was required, as part of project approval, to provide an easement for the overpass.

Substantial physical changes in the area surrounding the project site that would affect any issue of environmental significance, since project approval, has not occurred. The physical changes that have occurred involve construction on the project site, including construction of some residential development, infrastructure and roadways.

One of the requirements of CEQA is the examination of whether a proposed project would conflict with existing plans and regulations, including the General Plan, zoning regulations, and other planning documents. Inconsistencies may suggest that a project would have environmental effects that have not been identified in advance, and for which no planning or analysis has occurred. In the case of the proposed project, City staff has determined that the proposed project is consistent with the General Plan, zoning district, and the Curtis Park Village Planned Unit Development.

The EIR for the Curtis Park Village Project discussed the project's consistency with the City's General Plan then in effect. The City has since adopted the 2035 General Plan. The current General Plan was intended as an update to the previous General Plan, and has not made a substantial change in policy direction either for the City as a whole, or the project site. The policy direction that was undertaken in the 2030 General Plan, discussed in the Curtis Park Village EIR, called for infill development within the City limits, focus on multi-modal transportation options and intensification of uses in the urban core. The 2035 General Plan maintains this focus, and the adoption and implementation do not require additional environmental review.

New Information of Substantial Importance Standard

The Curtis Park Village EIR analyzed construction of 189 single-family residential units, 248 multi-family units, 90 multi-family senior units, and 259,000 sf of commercial uses, as well as infrastructure and open space uses.

The requirements of site plan and design review, prior to construction and operation, are requirements that apply to activities generally on the project site, and do not reflect inconsistency with the City's regulations that have been approved on the Curtis Park Village site. The analysis in the EIR, to the extent it relied on review and approval of a project that would follow the standards and requirements as set forth in planning documents is unchanged, and valid. The changes do not necessarily raise issues of environmental significance under CEQA.

Any potential impacts beyond those previously identified and addressed in the Curtis Park Village EIR are discussed below.

Air Quality and Greenhouse Gas Emissions

Air Quality

The Draft EIR for the Curtis Park Village Project included discussion of health hazards that could result from toxic air contaminants (TACs). The project site had been contaminated as a result of use as a railroad yard, and the applicant engaged in a years-long undertaking to remediate the site. The remediation process was the subject of agency oversight, including the California Department of Toxic Substances Control (DTSC). The RAP set forth the processes and results that served as the foundation for the RAP. The RAP was subject to separate CEQA review. The RAP was discussed in EIR Chapter 5.8 Public Health and Hazards. See, for example, Impact 5.8-1 (Rap updates and activities less than significant); Impact 5.8-2 (exposure to contaminated soil less than significant). The proposed project would not affect the analysis of the potential impacts related to the RAP.

The Air Quality chapter of the Draft EIR (Chapter 5.3) addressed various issues related to air quality. The EIR included a threshold relating to toxic air contaminants of cancer risk of 10 in one million (see Draft EIR pages 5.3-11 and 5.3-12). Impact 5.3-1 related to impacts from update of the RAP, and concluded, as in the Public Health and Hazards chapter, that the risks would be less than significant (see Impact 5.3-1, pages 5.3-10 and 5.3-11).

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions were addressed in the Curtis Park Village Project Draft EIR (see Impact 5.3-7, pages 5.3-18 through 5.3-23). Impacts related to the project's production of GHG emissions were determined to be less than significant. Potential impacts related to GHG emissions do not constitute "new information" as defined by CEQA, as GHG emissions were known as potential environmental issues before 1994.¹ Since the time the Curtis Park Village EIR was approved, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On February 14, 2012, the City adopted the City of Sacramento Climate Action Plan (CAP), which identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions.

The City has recently adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all City-Wide policies and programs that are supportive of reducing GHG emissions. The General Plan CAP Policies and Programs per the General Plan Update supersede the City's CAP. Rather than compliance and consistency with the CAP, all proposed projects must now be compliant and consistent with the General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update. As such, the proposed project would be required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update.

In addition to the City's General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update, a number of regulations have been enacted since the Curtis Park Village Project Draft EIR was approved for the purpose of, or with an underlying goal for, reducing GHG emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code. It should be noted that according to the California Energy Commission, the 2013 Building Energy Efficiency Standards are anticipated to result in 25 percent less energy consumption for residential buildings and 30 percent savings for nonresidential buildings over the previous energy standards. (California Energy Commission. News Release: "*New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions.*" July 1, 2014). Such regulations have become increasingly stringent since the Curtis Park Village EIR was adopted. The proposed project would be required to comply with all applicable regulations associated with GHG emissions, including the CALGreen Code and California Building Energy Efficiency Standards Code.

The proposed Crocker Village Project is a 51.31 acre piece of the larger 72 acre project. The Crocker Village project proposes to modify the remaining undeveloped acres of the project site with the following:

- Replacement of some of the multi-family housing with motor court lots and single-family dwelling units;

¹ As explained in a series of cases, most recently in *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301. Also see, *Citizens of Responsible Equitable Development v. City of San Diego* (2011) 196 Cal.App.4th 515.

- An increase in single-family dwelling units by 96, a decrease in multi-family dwelling units by 113, for an overall decrease of 17 units; and,
- Reconfigure the two detention basins and park site into one 6.6 acre joint use facility.

New land use or zoning designations are not proposed as part of the project, and the overall area of disturbance anticipated for buildout of the project site would not be modified. The proposed modifications would result in the reduction of 17 total residences from what is currently allowed and approved to be built on the site, which would result in a reduction in population as compared to what was anticipated in the Curtis Park Village EIR. Due to the reduction in people at the site, fewer vehicle trips would be associated with the site, less wastewater and solid waste would be generated, and the demand for energy and water supplies would be less. The primary GHG emission sources resulting from the proposed project would be area sources, such as landscape maintenance equipment exhaust and consumer products (e.g., deodorants, cleaning products, spray paint, etc.), vehicle trips, energy consumption, water conveyance and treatment, wastewater treatment, and solid waste disposal. The GHG emissions associated with such as a result of the proposed project would be expected to be less than what would occur under the approved project.

Because the proposed project would reduce the number of units associated with the site, which would result in fewer GHG emissions than what could occur from buildout per the approved project, and would be required to comply with all applicable standards and regulations related to reducing GHGs, including the City's General Plan CAP Policies and Programs, CALGreen Code, and California Building Energy Efficiency Standards Code, the proposed project would not result in any new or increased impacts related to GHG emissions and global climate change.

Land Use

The project site's 2035 General Plan land use designations are Traditional Center, Traditional Neighborhood Low, and Traditional Neighborhood High. The 2035 General Plan has a policy that addresses multi-parcel development where more than one general plan density applies (Policy LU 4.3.3). This policy allows the maximum number of units allowed by the 2035 General Plan designations to be applied to the entire project. Therefore, the proposed density is well within the density range allowed by the General Plan. Additionally, the zoning designations established within the Curtis Park Village project site include residential (R1-A (PUD), R-4A (PUD)) and shopping center (SC (PUD)). The proposed project would be consistent with land use and zoning designations because the nature of development proposed are single-family and multi-family residential units. Overall, the proposed project would be consistent with the 2035 General Plan. The proposed project would not include any substantial new information, changes or impacts that would require major revisions to the previous EIR.

Hydrology and Water Quality

Impacts related to operational water quality degradation associated with urban runoff from the site were addressed in the Curtis Park Village Project Draft EIR (see Impact 5.9-5, pages 5.9-13 and 5.9-19). Impacts related to operational water quality were determined to be less than significant. The Crocker Village Project includes one 4.9-acre detention basin, rather than the

previously proposed 0.7-acre detention basin and 3.6-acre basin (4.3 acres total). Because the area of the detention basin would slightly increase under the proposed project as compared to the previously-analyzed detention basin configuration, the stormwater storage capacity would provide a minimum of equal capacity to the previously proposed capacity.

The Crocker Village Project would require construction activities resulting in a land disturbance of more than one acre, as such, the applicant is required by the State to obtain the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would incorporate Best Management Practices (BMPs) in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. BMPs may include: scheduling or limiting activities to certain times of year, prohibitions of practices, inspection and maintenance procedures, and other management practices. The incorporation of appropriate BMPs and the type of runoff resulting from the uses of the Crocker Village Project would be similar to the Curtis Park Village Project. Therefore, the proposed project would not have substantial changes that would create new circumstances or an increase in impacts related to hydrology and water quality beyond what was identified in the Curtis Park Village Project Draft EIR.

Transportation and Circulation

The original project was approved for 189 single-family residential units, 248 multi-family units, 90 senior housing units, and 259,000 sf of commercial uses. The proposed project would reduce residential units from the original project. As such, the number of automobile trips associated with project operation would be less than that of the original project. According to the Curtis Park Village Fuel Center Transportation Analysis, the Final EIR analyzed impacts based on the following land uses:

- Grocery Store: 53,500 sf
- Book Store: 25,000 sf
- Other Retail Commercial: 129,500 sf
- Restaurants: 13,000 sf
- Dinner Theater/Athletic Club: 38,000 sf
- Single Family Residential Units: 190 units
- Multi-Family Residential Units: 248 units
- Senior Independent Living Apartments: 90 units
- Park/Open Space Area: 6.9 acres

The study area included 30 intersections, 17 roadway segments, two freeway off-ramps, and two freeway merge/diverge ramps analyzed baseline and cumulative conditions. The trip generation anticipated for the project in the Curtis Park Village Project Final EIR was 15,166 weekday trips, 743 trips during the AM hour, 822 trips during the PM hour, and 1,754 Saturday trips (see Table 3.0-1, page 3.0-5). The Curtis Park Village Project Draft EIR concluded that traffic impacts would be less-than-significant, less-than-significant with mitigation measures, and significant and unavoidable.

The proposed Crocker Village Project could result in the buildout of 200 single-family residences, 131 multi-family units, and 11.6 acres of commercial uses. As analyzed in the Transportation Analysis by DKS, the proposed project is expected to generate less trips than the approved project. It should be noted that the number of estimated trips within the Transportation Analysis includes a previously-proposed grocery fuel center. The Crocker Village Project would not include a fuel center; thus, the total number of external trips and peak hour trips would be less than analyzed.

Fewer residential units is associated with the proposed project, as such, the resulting traffic volumes would be less than what was identified in the Curtis Park Village Project Draft EIR. The Curtis Park Village Project would have resulted in a reduction in external trips. In addition, the proposed land use modifications would not change the distribution of trips identified in the Curtis Park Village Project Draft EIR. As a result of the reduction in traffic volumes, the proposed project's contribution to the transportation-related impacts would be less than what was previously identified in the Curtis Park Village Project Draft EIR. Therefore, the proposed project would not result in any impacts beyond what was identified in the Curtis Park Village Project EIR.

Additional Environmental Resource Areas

In addition to the impacts analyzed in the previous discussions, the Curtis Park Village Draft EIR also included analysis of Aesthetics; Biological Resources; Cultural Resources; Geology and Soils; Population and Housing; Public Services and Utilities; and Parks and Recreation. The EIR concluded that the Curtis Park Village Project would have a less than significant impact in all study of the areas. The proposed project would be required to apply the mitigation measures in the EIR.

The proposed number of residential units is less than what was approved in the original project, as such, the amount of population growth would be less than what was anticipated in the Curtis Park Village Project EIR. As demonstrated above, because fewer residential units is associated with the proposed project, the resulting traffic volumes would be less than what was identified in the Curtis Park Village Project EIR. The reduction in traffic volumes would result in a reduction of traffic noise levels as compared to at was analyzed in the Curtis Park Village Project EIR. Due to the reduction in residential units, the resulting operational noise levels would also decrease below what was analyzed in the Curtis Park Village Project EIR.

In addition, due to the reduction in population compared to the original project, the proposed project would decrease the demand for public services, utilities, parks, and recreational facilities.

The proposed consolidation of the detention basins into one 4.9-acre detention basin would not alter the stormwater flows or volumes resulting from the project. Therefore, the impacts of substantial population growth, altered services related to public services and utilities, and use of parks and recreational facilities would not be increased beyond those identified the Curtis Park Village EIR.

Overall, the proposed project would result in fewer impacts than what was analyzed in the previous EIR with regards to Noise; Population, Employment, and Housing; Public Services and Utilities; and Parks and Recreation. Therefore, the project would not result in any new significant information of substantial importance, new impacts or an increase the severity of previously identified impacts that would require major revisions to the original EIR.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project nor have any substantial changes occurred that would require major revisions to the Curtis Park Village EIR. Due to the proposed reduction in residential units in comparison to the originally approved project, impacts beyond those identified and analyzed in the Curtis Park Village EIR would not result. Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the original project in the EIR. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

Based on the above analysis, this Addendum to the previously-Adopted EIR for the project has been prepared.

Attachments:

- A) Vicinity Map
- B) Revised Tentative Map
- C) Transportation Analysis
- D) Resolution No. 2010-572

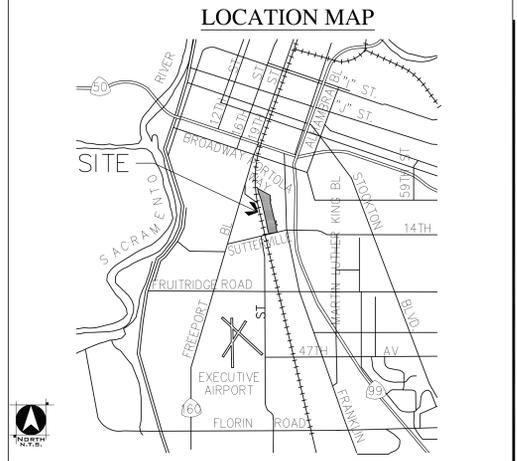
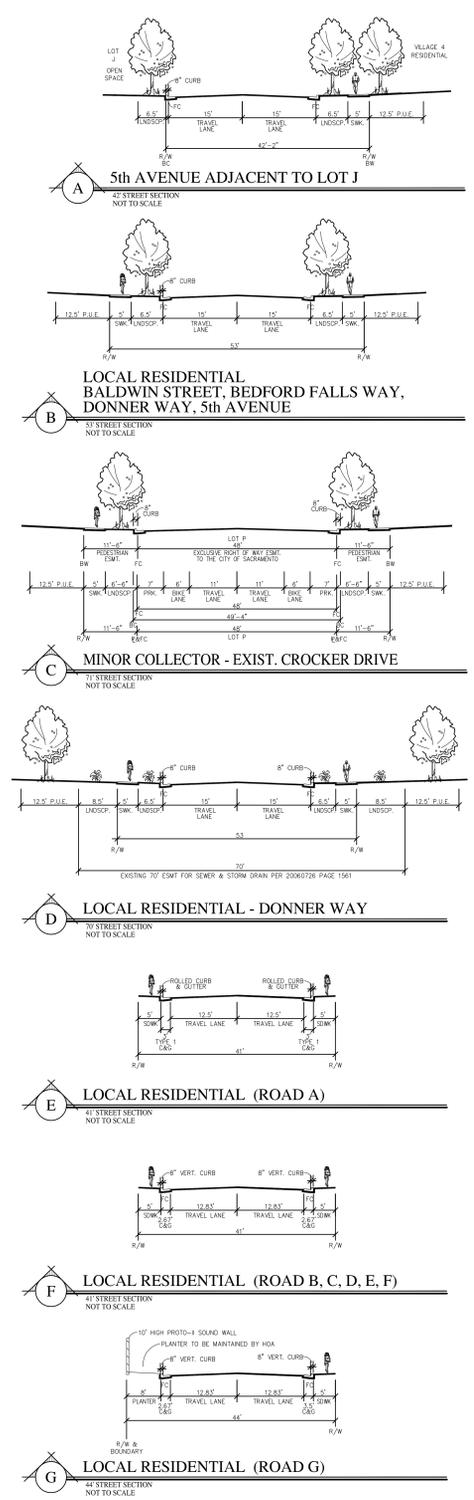
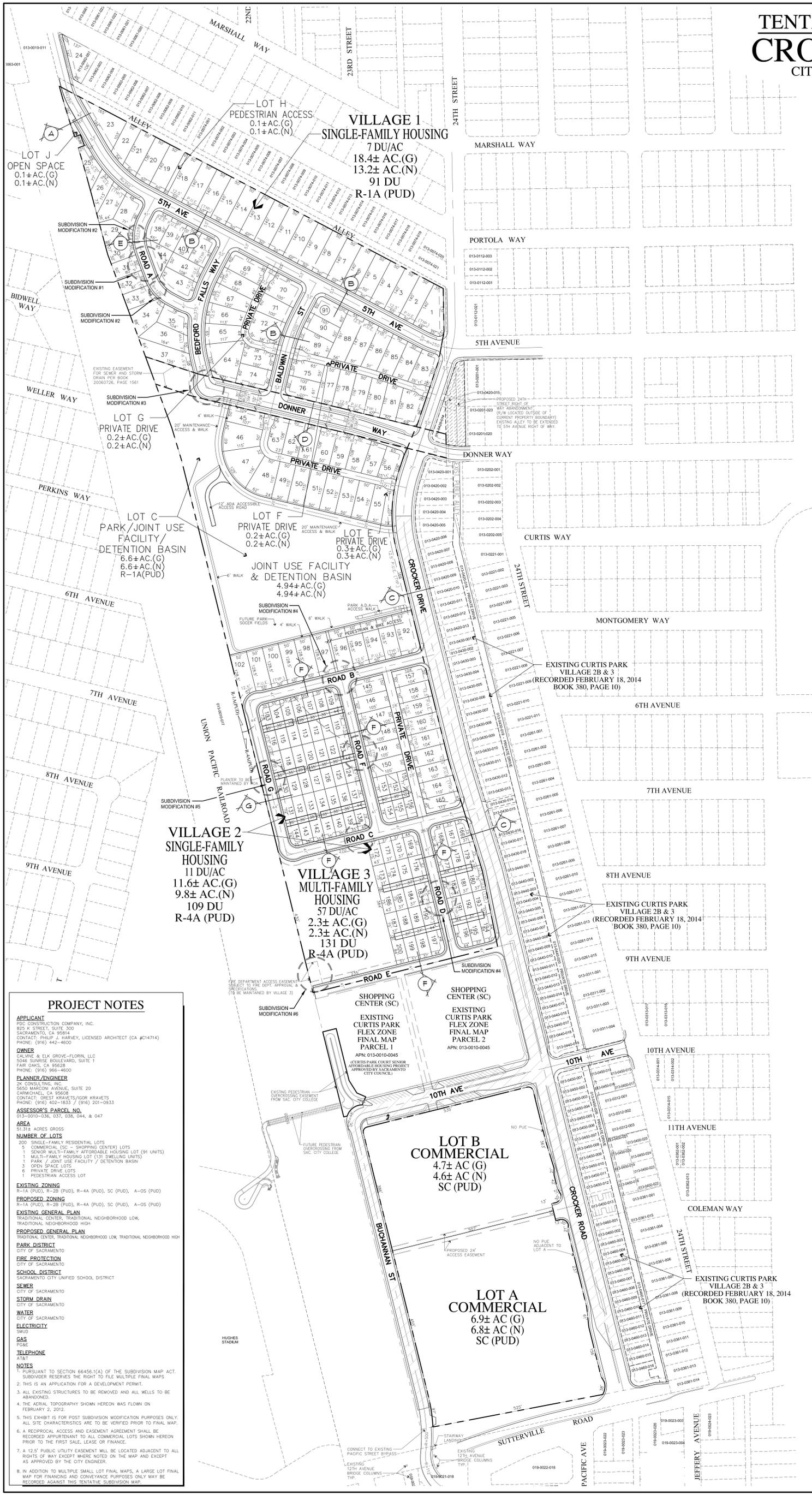
ATTACHMENT A VICINITY MAP



ATTACHMENT B
CROCKER VILLAGE TENTATIVE MAP

TENTATIVE SUBDIVISION MAP CROCKER VILLAGE

CITY OF SACRAMENTO, CALIFORNIA
JANUARY 19th, 2016



PROJECT NOTES

APPLICANT
PDC CONSTRUCTION COMPANY, INC.
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SACRAMENTO, CA 95814
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PLANNER/ENGINEER
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ASSESSOR'S PARCEL NO.
013-0401-036, 037, 038, 044, & 047

AREA
51.31± ACRES GROSS

NUMBER OF LOTS

200	SINGLE-FAMILY RESIDENTIAL LOTS
5	COMMERCIAL (SC - SHOPPING CENTER) LOTS
1	SENIOR MULTI-FAMILY AFFORDABLE HOUSING LOT (91 UNITS)
1	MULTI-FAMILY HOUSING LOT (131 DWELLING UNITS)
1	PARK / JOINT USE FACILITY / DETENTION BASIN
3	OPEN SPACE LOTS
6	PRIVATE DRIVE LOTS
1	PEDESTRIAN ACCESS LOT

EXISTING ZONING
R-1A (PUD), R-2B (PUD), R-4A (PUD), SC (PUD), A-05 (PUD)

PROPOSED ZONING
R-1A (PUD), R-2B (PUD), R-4A (PUD), SC (PUD), A-05 (PUD)

EXISTING GENERAL PLAN
TRADITIONAL CENTER, TRADITIONAL NEIGHBORHOOD LOW, TRADITIONAL NEIGHBORHOOD HIGH

PROPOSED GENERAL PLAN
TRADITIONAL CENTER, TRADITIONAL NEIGHBORHOOD LOW, TRADITIONAL NEIGHBORHOOD HIGH

PARK DISTRICT
CITY OF SACRAMENTO

FIRE PROTECTION
CITY OF SACRAMENTO

SCHOOL DISTRICT
SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

SEWER
CITY OF SACRAMENTO

STORM DRAIN
CITY OF SACRAMENTO

WATER
CITY OF SACRAMENTO

ELECTRICITY
SWD

GAS
PG&E

TELEPHONE
AT&T

NOTES

- PURSUANT TO SECTION 66456.1(A) OF THE SUBDIVISION MAP ACT, SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.
- THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
- ALL EXISTING STRUCTURES TO BE REMOVED AND ALL WELLS TO BE ABANDONED.
- THE AERIAL TOPOGRAPHY SHOWN HEREON WAS FLOWN ON FEBRUARY 2, 2012.
- THIS EXHIBIT IS FOR POST SUBDIVISION MODIFICATION PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
- A RECIPROCAL ACCESS AND EASEMENT AGREEMENT SHALL BE RECORDED APPURTENANT TO ALL COMMERCIAL LOTS SHOWN HEREON PRIOR TO THE FIRST SALE, LEASE OR FINANCE.
- A 12.5' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL RIGHTS OF WAY EXCEPT WHERE NOTED ON THE MAP AND EXCEPT AS APPROVED BY THE CITY ENGINEER.
- IN ADDITION TO MULTIPLE SMALL LOT FINAL MAPS, A LARGE LOT FINAL MAP FOR FINANCING AND CONVEYANCE PURPOSES ONLY MAY BE RECORDED AGAINST THIS TENTATIVE SUBDIVISION MAP.

SUBDIVISION MODIFICATIONS

- ROAD A - 41-FT R/W WITH ROLLED CURB.
- ROAD B - 41-FT R/W WITH 125-FT CENTERLINE RADI.
- STREET KNUCKLE AT BEDFORD FALLS WAY & DONNER WAY.
- ROADS B,C,D,E, AND F - 41-FT R/W WITH VERT. CURB.
- ROAD G - 41-FT R/W MODIFIED STREET SECTION WITH VERT. CURB.
- ROAD E - FIRE TRUCK TURN AROUND.



January 19th, 2015

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ATTACHMENT C
TRANSPORTATION ANALYSIS

**Curtis Park Village
Fuel Center
Transportation Analysis**

Technical Report

Prepared for

City of Sacramento

By

DKS Associates

8950 Cal Center Drive, Suite 340

Sacramento, California

(916) 368-2000

April 10, 2015

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INTRODUCTION

This report summarizes technical analyses of the Curtis Park Village Development conducted for the City of Sacramento. The project applicant has proposed a Fuel Center as part of the retail development associated with the project. The technical analysis focuses on the following tasks:

- Estimation of the vehicular trip generation of the fuel center
- Estimation of the total project vehicular trip generation, based upon the current project characteristics
- Review of the circulation of the proposed fuel center

PROJECT DESCRIPTION

Curtis Park Village is a mixed-use development located on the site of the former Western Pacific Railroad railyard in the City of Sacramento. The project was the subject of earlier transportation analyses as part of the CEQA environmental review process. Portions of the project are currently under construction. The applicant has proposed the inclusion of a Fuel Center (gas station) with an associated retail kiosk. The fuel center would contain 16 vehicle fueling positions, with a retail kiosk of approximately 850 square feet. The project would be located in the retail portion of Curtis Park Village, adjacent to the recently constructed Crocker Drive (see Figure 1). This analysis assumes that the Fuel Center would be operated by Safeway, and would be associated with a Safeway grocery store to be located within the retail portion of the project.

Table 1 summarizes the proposed elements of the overall Curtis Park Village development, including the proposed fuel center.



**TABLE 1
CURTIS PARK VILLAGE LAND USES**

Project Land Use	Amount
Retail	161,734 square feet
Grocery Store	57,266 square feet
Fuel Center	16 vehicle fueling positions 850 square feet kiosk
Health Spa	40,000 square feet
Park / Open Space	7 acres
Single-Family Residential	193 units
Multi-Family Residential	244 units
Senior Housing	91 units

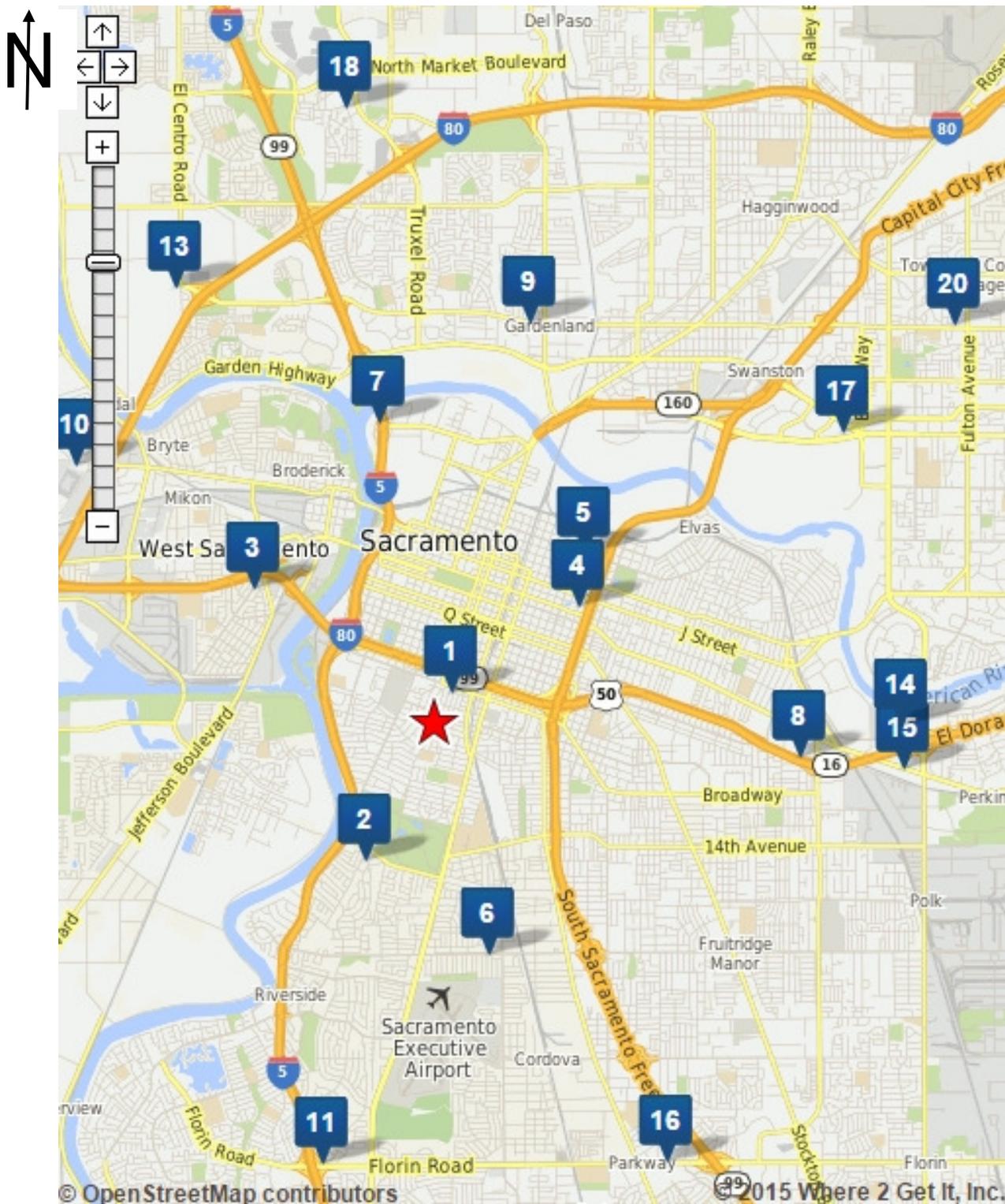
Source: Petrovich Development, March 25, 2015.

FUEL CENTER TRIP GENERATION

The analysis of the trip generation of the proposed fuel center is based upon information from the Institute of Transportation Engineers' *Trip Generation, Ninth Edition, 2012*, data provided by the applicant from existing Safeway fuel centers, and data from other studies of the trip generation of Safeway fuel centers. For conservatism, it was assumed that all transactions included in the data supplied by the applicant involved a fuel sale, rather than a kiosk-only transaction.

The proposed Safeway fuel center will be open to the general public. It functions similar to a typical retail gasoline station. Safeway fuel centers offer fuel discounts as a result of shopping at a Safeway grocery store. Discounts of up to \$1 per gallon can be redeemed at a Safeway fuel center. Safeway discounts can also be redeemed at many Chevron stations, although the discount is currently limited to 20 cents per fill-up. There are 17 participating Chevron stations within five miles of zip code 95818, and 20 stations within 6.4 miles. Figure 2 illustrates the station locations.

As typical of many retail establishments, vehicular trip generation varies substantially based upon the attractiveness of particular establishment. In the case of fuel centers, attractiveness includes the price of fuel, particularly in relationship to the prices offered by nearby competitors. Attractiveness also includes accessibility. The majority of trips for fuel are not stand-alone trips; they are linked trips, where the gas station is an intermediate destination between home, employment site, shopping site, etc. The majority of trips are pass-by trips (trips on the adjacent roadway) or diverted trips (trips typically diverted by a few blocks).



Source: Safeway.com, accessed 9 April 2015.

For a Gasoline / Service Station with Convenience Market (Land Use Code 945), ITE reports over 50 percent pass-by trips in the am and pm peak periods, with primary trips typically under 20 percent.¹ As a result, the trip generation of a gas station is correlated with traffic volumes on the adjacent roadway. This relationship is further demonstrated by the historical locations of gasoline stations (and many retail establishments); prime locations have always been at the intersections of major high volume roadways, where the greatest exposure (and visibility) occurs.

The estimation of trip generation of the fuel center begins with estimation based upon the ITE Trip Generation data, and then comparison to the available Safeway fuel center information.

Table 2 estimates vehicular trip generation of the fuel center based upon ITE land use code 945 (Gasoline / Service Station with Convenience Market). The fuel center would generate 2,604 daily vehicle trips, 163 trips in the a.m. peak hour, and 216 trips in the p.m. peak hour and Saturday peak hour. As ITE does not report data for this land use during the Saturday peak hour, the p.m. peak weekday hour data was utilized for the Saturday peak hour.

The trip generation values (trips) are technically trip-ends, and each vehicle utilizing a fuel center generates two trips (one trip entering and one trip exiting). Thus, assuming that all the vehicles purchase fuel, the number of vehicles served at the fueling positions are about 82 during the a.m. peak hour and about 108 during the p.m. and Saturday peak hours. The a.m. peak hour data is based upon 36 studies, while the p.m. peak hour data is based upon 39 studies.

This information was compared with data from Safeway fuel centers. The applicant provided data for four fuel centers in the Sacramento region that the applicant deemed comparable to the proposed Curtis Park location. These locations were deemed comparable as they are in the Sacramento region, and are located on the arterial roadway system without freeway visibility. Table 3 compares the four sites to the Curtis Park Village site, including the number of vehicles fueled based upon data for Friday, January 23, 2015.

As summarized in the table, the ITE estimates are about 5 percent higher than the average of the four Sacramento area sites in the a.m. peak hour, and about 14 percent higher in the p.m. peak hour.

¹ Institute of Transportation Engineers, *Trip Generation Handbook, Third Edition*, 2014.

**TABLE 2
ITE FUEL CENTER VEHICULAR TRIP GENERATION**

Land Use	Amount	Source	Trips Generated (trip-ends)									
			Week-day	AM Peak Hour			PM Peak Hour			Saturday Peak Hour ¹		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Gasoline / Service Station with Convenience Market	16 Vehicle Fueling Positions	ITE Land Use 945	2,604	82	81	163	108	108	216	108	108	216

1. Saturday peak hour rate based upon weekday p.m. peak hour rate.

Source: DKS Associates, 2015, based upon ITE Trip Generation, Ninth Edition, 2012.

**TABLE 3
SACRAMENTO AREA SAFEWAY FUEL CENTER DATA**

Name	Intersection	Vehicle Fueling Positions	Store Size (square feet)	Vehicles Fueled ⁶		Adjacent Roadway Lanes		Average Daily Traffic Volume		
				AM Peak Hour	PM Peak Hour	North-South Street	East-West Street	North-South Street	East-West Street	Total
Granite Bay ¹	Southwest corner Sierra College Boulevard and Douglas Boulevard	10	60,227	83	103	6	6	29,378	44,328	73,706
Fair Oaks ²	Northeast corner Madison Avenue and Dewey Drive	12	55,130	76	88	4	6	21,597	48,728	70,325
El Dorado Hills ³	Northeast corner Francisco Drive and Green Valley Road	16	55,348	77	96	4	4	14,744	14,809	29,553
Roseville ⁴	Northeast corner Sunrise Avenue and Cirby Way	12	55,145	75	92	4	4	36,555	23,427	59,982
Curtis Park Village ⁵	Northwest corner Crocker Drive and Sutterville Road	16	57,266	-	-	4	4	8,429	31,692	40,121
ITE Estimates		16	-	82	108	-	-	-	-	-

1. Traffic volumes from City of Roseville, May 2011.
2. Traffic volumes from Sacramento County, 2014.
3. Traffic volumes from El Dorado County, February 7, 2013.
4. Traffic volumes from City of Roseville, December 2009 (north-south) and May 2011 (east-west).
5. Traffic volume estimates (Existing plus Project scenario) from Curtis Park Village FEIR.
6. For conservatism, it was assumed that all transactions involved a fuel sale.

Source: DKS Associates, 2015, based upon ITE Trip Generation, Ninth Edition, 2012, and data from Safeway, 2015.

Trip generation data was also obtained for two Safeway fuel centers in the San Francisco Bay Area.

- Data was collected by Fehr & Peers Associates for the Safeway fuel center on Contra Costa Boulevard in Pleasant Hill, adjacent to I-680². Two months of transaction data was reviewed, and data was collected on Saturday, May 25, 2013, and Thursday, May 30, 2013. At the time of the data collection, this fuel center had twelve vehicle fueling positions, and demonstrated an average hourly demand of approximately 130 to 140 vehicles. Weekday and Saturday demand was reported as about 2,300 vehicles. The number of vehicles served was limited by the service rate of the available fueling positions. Unserved demand (vehicles that arrive in the hour that are not served within the hour) was estimated to be 20 vehicles. When the queue length reaches 8 to 10 vehicles, vehicles were observed leaving the site without fueling. The maximum queue was estimated to be about 25 vehicles.
- TJKM collected data at the Safeway fuel center in Campbell, located on West Hamilton Avenue near the San Tomas Expressway³. The documentation indicates that the Pleasant Hill and Campbell fuel centers are the highest traffic-generating facilities for Safeway. The Campbell fuel center, with 16 vehicle fueling positions, averaged 82 vehicles during the a.m. peak hour, 127 vehicles during the p.m. peak hour, and 168 vehicles during the Saturday peak hour.

These recorded and estimated volumes are substantially higher than both the Safeway data for the Sacramento area, as well as the ITE estimates of trip generation. Such variation in trip generation is not unusual for retail facilities, due to the great variation in local conditions (competitiveness, access, customer base).

Further analysis in this report is based primarily upon the ITE data. These estimates, based on over 30 studies, are greater than the Sacramento area locations, but less than the two Bay Area locations. These values provide a reasonable estimate of anticipated fuel center trip generation. However, an additional sensitivity analysis is also included in this report. The sensitivity analysis provides a "what if" look of what would occur if the highest recorded volumes from the Pleasant Hill and Campbell fuel centers were to occur in Curtis Park Village. While these levels are not anticipated, the analysis provides useful information for the planning and review of the Curtis Park facility. Table 4 summarizes the trip generation estimates.

2 Memorandum from Kathrin Tellez and Matthew Ridgway, Fehr & Peers, to Todd Paradis, Safeway, October 2, 2013.

3 Revised Report, Traffic Study for Safeway Fuel Center at Washington Square Shopping Center in the City of Petaluma, TJKM Transportation Consultants, August 13, 2014.

Condition	Weekday	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Estimated Average	1,302	82	108	108
Sensitivity Analysis	2,300	130	140	168
Percent Difference	+77%	+59%	+30%	+56%

Source: DKS Associates, 2015.

CURTIS PARK VILLAGE (PUD) TRIP GENERATION

The earlier transportation analysis of Curtis Park Village estimated the total trip generation of the project. The initial estimates were presented in the DEIR. As the project evolved over time, these estimates were updated for the FEIR. These results are summarized in Tables 5 and 6.

Based upon the revised project description (see Table 1), the total project trip generation has been updated. The prior estimates were based on the following data:

- The DEIR analysis was based upon *ITE Trip Generation, Seventh Edition*, and *ITE Trip Generation Handbook, Second Edition*.
- The FEIR analysis was based upon *ITE Trip Generation, Eighth Edition*, and *ITE Trip Generation Handbook, Second Edition*.

ITE Trip Generation has now been updated to the *Ninth Edition*, and the *Third Edition* of the *Trip Generation Handbook* is available. Where applicable, data from these updated sources was utilized in this analysis.

For consistency and a valid comparison to the earlier estimates, the basic methodology was maintained, with only changes, where applicable, to reflect the changed project description or new ITE data. The following trip generation steps were utilized:

1. Estimate vehicle trips for each project component utilizing the latest ITE data.
2. Reduce vehicle trips to reflect transit service at the project site. The identical transit factors were utilized (by land use type). No transit reduction was taken for the fuel center.
3. Estimate internal trips. The two-step methodology from the CEQA analysis was followed, and updated, where applicable, to reflect new information in the *Trip Generation Handbook, Third Edition*. To be conservative, the fuel center was considered to be a retail use; the same internal trip unconstrained percentages were applied to all

retail uses. Between different retail uses, unconstrained internal trip percentages vary from 20 to 30 percent, depending upon time period and direction of travel. Between retail and residential uses, unconstrained internal trip percentages vary from 1 to 46 percent, depending upon time period and direction of travel. Please refer to the appendix for additional information.

4. Estimate pass-by trips, utilizing the latest ITE data. For the fuel center, the pass-by trip rate was 56 percent for daily, p.m. peak hour, and Saturday peak hour. The pass-by trip rate was 62 percent for the a.m. peak hour.
5. The result is new external trips.

Table 7 summarizes the updated total project trip generation. The total project trip generation is less than the estimated number of trips in the earlier analyses.

SENSITIVITY ANALYSIS

The trip generation analysis was revised to investigate the effects of utilizing the higher volume of fuel center vehicles summarized in Table 4. The results are summarized in Table 8. Assuming the highest levels of fuel center trip generation (comparable to the volumes recorded at Pleasant Hill and Campbell), the total Curtis Park Village (PUD) trip generation is less than the estimated number of trips in the earlier DEIR and FEIR analyses.

**TABLE 5
CURTIS PARK VILLAGE DEIR TRIP GENERATION**

Land Use	Amount	Source	Trips Generated (trip-ends)									
			Week-day	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Retail (Shopping Center)	92,100 square feet	ITE 820	6,439	91	58	149	285	308	593	427	394	821
Retail / Grocery Store	53,500 square feet	ITE 850	4,973	128	82	210	290	279	569	312	299	611
Retail / Bookstore	25,000 square feet	ITE 868	5,299	75	48	123	254	234	488	282	251	533
Restaurant	13,000 square feet	ITE 932	1,653	78	72	150	887	55	142	164	96	260
Dinner Theater	560 seats	ITE 931	1,602	9	8	17	98	48	146	124	87	211
Hotel	150 rooms	ITE 310	969	41	27	68	47	42	86	35	41	75
Health Spa	85,000 square feet	ITE 492	2,799	43	60	103	175	169	344	111	111	221
Single-Family Residential	216 units	ITE 210	2,112	40	121	161	135	79	214	110	93	203
Park / Open Space	7.2 acres	ITE 411	11	0	0	0	0	0	0	1	1	2
Total Project Trips			25,857	505	476	981	1,371	1,214	2,585	1,566	1,373	2,937
Transit Adjustments			-475	-9	-10	-20	-27	-23	-50	-2-	-26	-55
Internal Trips			-5,807	-78	-78	-156	-259	-259	-518	-315	-315	-630
Pass-by Trips			-3,545	-53	-53	-106	-184	-184	-368	-217	-217	-434
New External Trips			16,030	365	335	699	901	748	1,649	1,005	815	1,818

Source: Memorandum from Debbie Yueh and Mark Bowman, Dowling Associates, to Samar Hajeer, City of Sacramento, September 15, 2009.

**TABLE 6
CURTIS PARK VILLAGE FEIR TRIP GENERATION**

Land Use	Amount	Source	Trips Generated (trip-ends)									
			Week-day	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Retail (Shopping Center)	129,500 square feet	ITE 820	8,034	109	70	179	370	386	756	527	487	1,014
Retail / Grocery Store	53,500 square feet	ITE 850	4,973	117	75	192	300	289	589	296	284	580
Retail / Bookstore	25,000 square feet	ITE 868	5,186	71	45	116	254	234	488	282	251	533
Restaurant	13,000 square feet	ITE 932	1,653	78	72	150	86	59	145	97	86	183
Athletic Club	38,000 square feet	ITE 493	1,634	69	44	113	144	89	233	124	129	253
Multi-Family Residential	248 units	ITE 220	1,626	25	100	125	100	54	154	75	64	139
Senior Adult Housing - Attached	90 units	ITE 252	313	4	8	12	8	6	14	13	14	27
Single-Family Residential	190 units	ITE 210	1,877	36	107	143	118	69	187	94	83	177
Park / Open Space	6.9 acres	ITE 411	11	0	0	0	0	0	0	1	1	2
Total Project Trips			25,301	509	521	1,030	1,380	1,186	2,566	1,509	1,399	2,908
Transit Adjustments			-505	-10	-13	-23	-30	-24	-54	-29	-28	-57
Internal Trips			-5,840	-82	-82	-165	-255	-255	-509	-300	-320	-640
Pass-by Trips			-3,796	-50	-50	-99	-204	-204	-407	-229	-229	-457
New External Trips			15,166	367	376	743	891	703	1,596	822	822	1,754

Source: Memorandum from Debbie Yueh and Mark Bowman, Dowling Associates, to Samar Hajeer, City of Sacramento, September 15, 2009.

**TABLE 7
CURTIS PARK VILLAGE UPDATED TRIP GENERATION**

Land Use	Amount	Source	Trips Generated (trip-ends)									
			Week-day	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Retail (Shopping Center)	161,734 square feet	ITE 820	9,282	130	79	209	397	430	827	621	574	1,195
Retail / Grocery Store	57,266 square feet	ITE 850	5,226	121	74	195	263	253	516	335	322	657
Health Spa	40,000 square feet	ITE 492	1,317	28	28	56	79	60	139	50	61	111
Grocery Fuel Center	16 vehicle fueling positions	ITE 945	2,604	82	81	163	108	108	216	108	108	216
Single-Family Residential	193 units	ITE 210	1,923	36	109	145	120	70	190	98	83	181
Multi-Family Residential	244 units	ITE 220	1,602	25	98	123	99	53	152	64	55	119
Senior Adult Housing - Attached	91 units	ITE 252	292	6	12	18	12	11	23	17	12	29
Park / Open Space	7 acres	ITE 411	13	0	0	0	0	0	0	1	1	2
Total Project Trips			22,259	428	481	909	1,078	985	2,063	1,294	1,216	2,510
Transit Adjustments			-404	-7	-13	-20	-22	-18	-40	-24	-23	-47
Internal Trips			-6,301	-52	-52	-104	-216	-216	-431	-362	-362	-724
Pass-by Trips			-4,357	-96	-96	-192	-240	-240	-480	-210	-210	-420
New External Trips			11,198	273	320	593	300	511	1,112	698	621	1,319
<i>Source: DKS Associates, 2015.</i>												

**TABLE 8
CURTIS PARK VILLAGE UPDATED TRIP GENERATION – SENSITIVITY ANALYSIS**

Land Use	Amount	Source	Trips Generated (trip-ends)									
			Week-day	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Retail (Shopping Center)	161,734 square feet	ITE 820	9,282	130	79	209	397	430	827	621	574	1,195
Retail / Grocery Store	57,266 square feet	ITE 850	5,226	121	74	195	263	253	516	335	322	657
Health Spa	40,000 square feet	ITE 492	1,317	28	28	56	79	60	139	50	61	111
Grocery Fuel Center	16 vehicle fueling positions	See Table 4 ¹	4,600	130	130	260	140	140	280	168	168	336
Single-Family Residential	193 units	ITE 210	1,923	36	109	145	120	70	190	98	83	181
Multi-Family Residential	244 units	ITE 220	1,602	25	98	123	99	53	152	64	55	119
Senior Adult Housing - Attached	91 units	ITE 252	292	6	12	18	12	11	23	17	12	29
Park / Open Space	7 acres	ITE 411	13	0	0	0	0	0	0	1	1	2
Total Project Trips			24,255	476	530	1,006	1,110	1,017	2,127	1,354	1,276	2,630
Transit Adjustments			-404	-7	-13	-20	-22	-18	-40	-24	-23	-47
Internal Trips			-6,860	-61	-61	-122	-221	-221	-443	-379	-379	-758
Pass-by Trips			-5,163	-120	-120	-240	-254	-254	-508	-234	-234	-468
New External Trips			11,829	288	336	624	613	524	1,136	717	640	1,357

1. Each fueled vehicle represents one entering and one exiting trip.

Source: DKS Associates, 2015.

ONSITE CIRCULATION

Figure 3 illustrates the proposed onsite circulation plan. One-way flow is proposed through the fuel area. Traffic would flow from the south to the north. There are 16 vehicle fueling positions; four positions are located in the east row, and six positions in each of the other two rows. In addition to the 16 fueling positions, there is space for the queuing of approximately eight vehicles between the entrance to the fueling area and the east-west access aisle. Fuel truck delivery would occur at the western edge of the fuel area, as shown by the swept path of a typical fuel delivery vehicle on the plan.

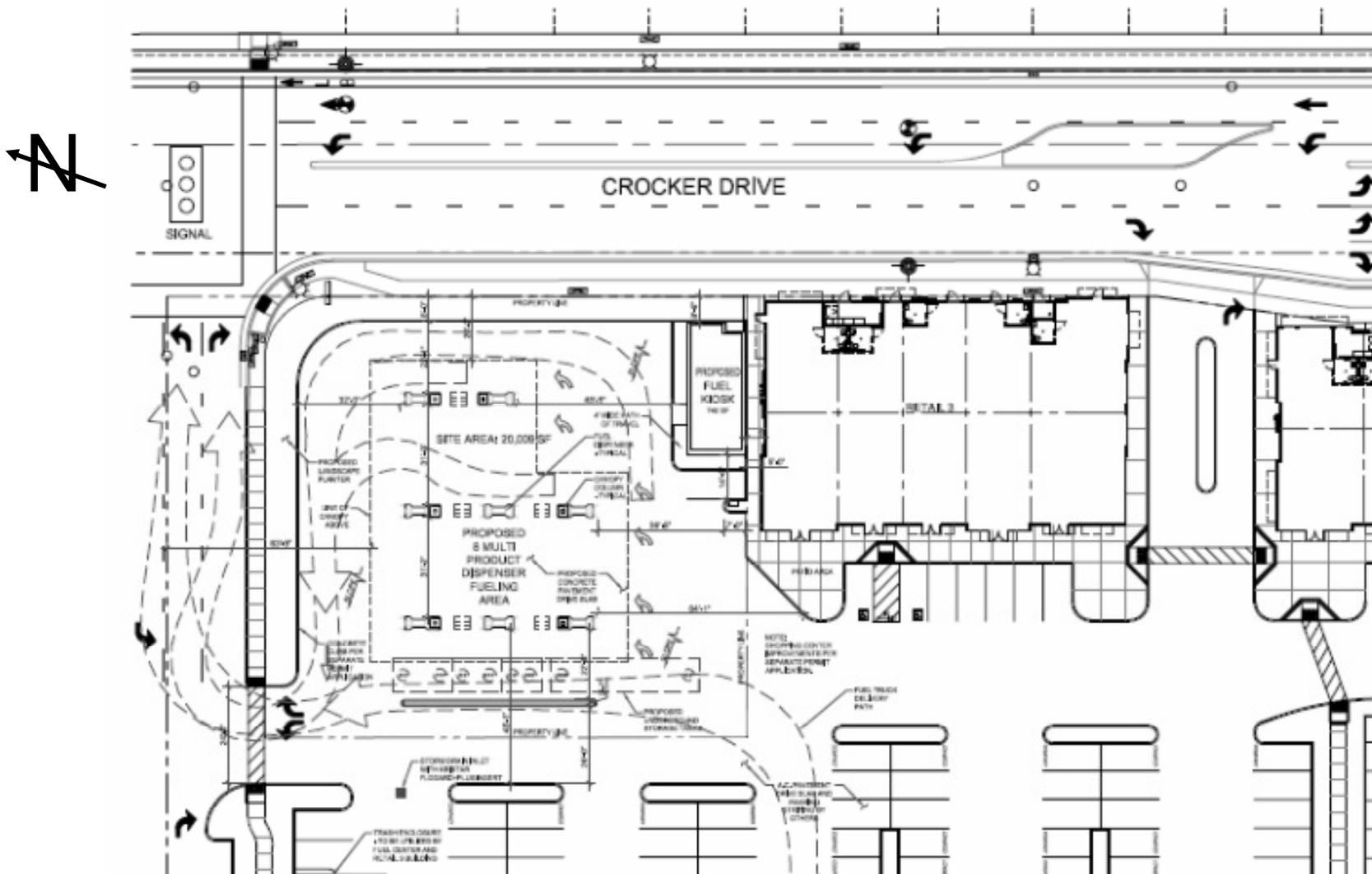
CIRCULATION REVIEW

The following issues have been identified, as shown on Figure 4:

- There is a discrepancy on the plan, regarding the width of the north-west circulation aisle. Two dimensions, different in physical length, are shown as 24 feet.
- The fuel truck position is shown encroaching into the circulation aisle. Based upon the earlier referenced TJKM report, up to three fuel truck deliveries may occur per day.
- Access to the east row could be blocked by vehicles queued at the center and west rows.
- Vehicles in the north-south circulation aisle traverse an offset alignment.

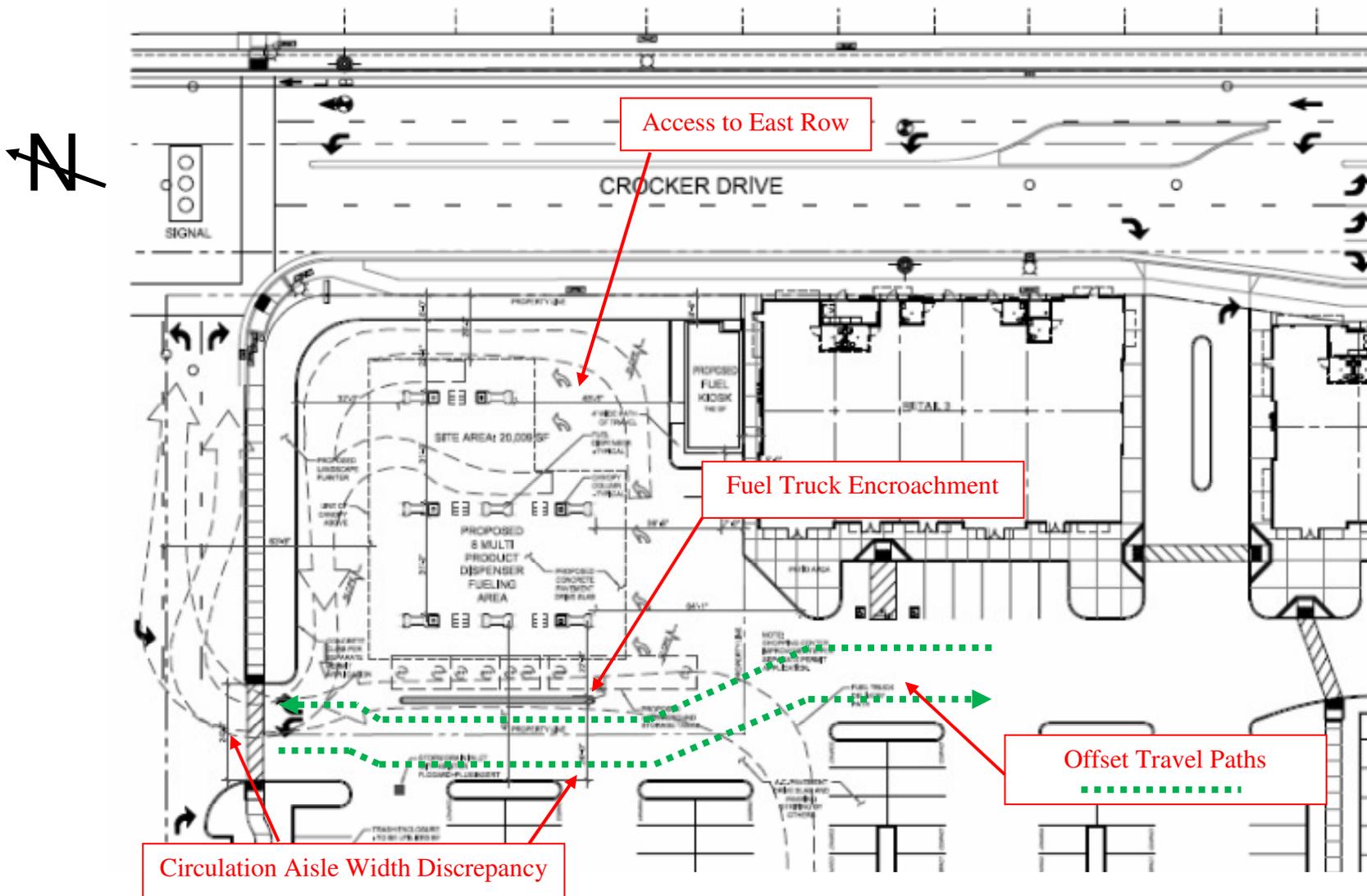
The following plan modifications and operational strategies are recommended:

1. Address the circulation aisle width discrepancy. It is desirable that a continuous aisle is provided throughout the area without offsets (curves) in the vehicle travel path.
2. Revise the fuel truck location such that the fuel truck does not encroach into the circulation aisle.
3. Provide signing and striping to California MUTCD 2014 Edition Standards. This should include one-way and do not enter signage, as well as stop bars at the exit of the fuel area (at the circulation aisle).
4. Safeway typically utilizes personnel (fuel ambassadors) to help direct traffic during busy periods. This practice is encouraged, as it will help to increase utilization of the fuel area. In particular, it may be necessary to direct vehicles to the east row (and maintain clear access to the row).
5. In the event that queuing exceeds the area between the fuel area and the circulation aisle, it may be necessary to dedicate an area (lane[s]) for queuing. This may result in the disruption of parking access during such periods. Figure 5 identifies a potential area for overflow queuing, which shall be monitored by the applicant. Fuel ambassadors shall be used for manual traffic direction and control.



Source: Curtis Park Village Fuel Center Site Plan, received March 16, 2015.

Figure 3
Proposed Site Plan



Source: Curtis Park Village Fuel Center Site Plan, received March 16, 2015.

Figure 4
Circulation Issues

QUEUING ANALYSIS

Based upon data collected by Fehr and Peers at the Pleasant Hill Safeway fuel center, the average service time at a fueling position is five minutes. Based upon this value, a fuel center with 16 vehicle fueling positions has an hourly capacity of 192 vehicles. This exceeds the peak hour trip generation estimate of 108 vehicles during the p.m. peak and Saturday peak hours.

Table 9 presents the results of queuing analysis. The queuing analysis assumes onsite circulation control (ambassadors) to ensure adequate access to all fueling positions. The anticipated 95th percentile queue does not exceed the available space at the proposed fuel center. Thus, no queuing impacts to City streets or sidewalks are anticipated.

Condition	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Fueling Positions	16	16	16
Service Rate (Customers per hour per position)	12	12	12
Estimated Demand	82	108	108
Average Number of Customers Waiting in Line	<1	<1	<1
Average Number of Customers in the System	6.8	9.0	9.0
95th Percentile Queue (beyond fueling positions)	<1	<1	<1
<i>Source: DKS Associates, 2015.</i>			

Table 10 presents the results of queuing analysis assuming the higher demand associated with the sensitivity analysis. For the a.m. and p.m. peak hour values (130 and 140 vehicles per hour, respectively), the anticipated 95th percentile queue does not exceed the available space at the proposed fuel center. For the Saturday peak hour value, which equals the highest demand value recorded at the Campbell site, the 95th percentile queue is 17 vehicles. This exceeds the available queuing space adjacent to the fuel center. However, the additional queue (9 vehicles) could be accommodated onsite with proper queue management. For example, see Figure 5. No impacts to offsite City streets or sidewalks are anticipated.

TABLE 10
QUEUING – SENSITIVITY ANALYSIS

Condition	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Fueling Positions	16	16	16
Service Rate (Customers per hour per position)	12	12	12
Estimated Demand	130	140	168
Average Number of Customers Waiting in Line	<1	<1	3.6
Average Number of Customers in the System	11.0	12.1	17.6
95th Percentile Queue (beyond fueling positions)	1	3	17
<i>Source: DKS Associates, 2015.</i>			

CONCLUSIONS

1. The review of trip generation information for the proposed fuel center concludes that the ITE data for a gasoline / service station with convenience market provides a reasonable estimate of anticipated site traffic. The ITE values are higher than the local Sacramento area Safeway fuel center data, but lower than the reportedly highest volume Safeway fuel centers located in the San Francisco Bay Area. For planning and review purposes, the higher volumes have been included in a sensitivity analysis.
2. Curtis Park Village (PUD) trip generation has been updated to reflect the latest project description, including the fuel center. The total peak hour and daily traffic volumes are lower than those utilized for traffic analysis in the project DEIR and FEIR. The sensitivity analysis of PUD trip generation, which includes the higher fuel center volumes, also results in lower vehicular trip generation than the volumes utilized in the DEIR and FEIR analyses.
3. A review of the onsite circulation identifies several items for improvement. With proper onsite traffic management (including signing, pavement marking, and peak period manual traffic direction), anticipated queues can be adequately accommodated onsite, without impacts to City streets and sidewalks. In the event of higher than anticipated volumes (sensitivity analysis), a queuing strategy has been identified that can manage queues onsite without impacts to City streets and sidewalks.

APPENDICES

DEIR TRIP GENERATION

Curtis Park Village
Trip Generation - As Analyzed in DEIR using ITE Trip Generation 7th edition

Trip Generation Land Use Category	Amount	Source	Trips Generated									Distribution						
			Weekday	AM Peak Hour			PM Peak Hour			Saturday			AM Peak		PM Peak		Saturday	
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	In	Out	In	Out
Retail (Shopping Center)	92.1 KSF	ITE (820)	6,439	91	58	149	285	308	593	427	394	821	61%	39%	48%	52%	52%	48%
Retail / Grocery Store	53.5 KSF	ITE (850)	4,973	128	82	210	290	279	569	312	299	611	61%	39%	51%	49%	51%	49%
Retail / Bookstore	25.0 KSF	ITE (868) ¹	5,299	75	48	123	254	234	488	282	251	533	61%	39%	52%	48%	53%	47%
Restaurant	13.0 KSF	ITE (932)	1,653	78	72	150	87	55	142	164	96	260	52%	48%	61%	39%	63%	37%
Dinner Theater	560.0 Seats	ITE (931)	1,602	9	8	17	98	48	146	124	87	211	52%	48%	67%	33%	59%	41%
Hotel	150.0 Rooms	ITE (310)	969	41	27	68	47	42	89	35	41	75	61%	39%	53%	47%	46%	54%
Health Spa	85.0 KSF	ITE (492)	2,799	43	60	103	175	169	344	111	111	221	42%	58%	51%	49%	50%	50%
Single-Family Residential	216 Units	ITE (210)	2,112	40	121	161	135	79	214	110	93	203	25%	75%	63%	37%	54%	46%
Park/Open Space	7.2 Acres	ITE (411)	11	0	0	0	0	0	0	1	1	2	50%	50%	50%	50%	50%	50%
Total Project Trips			25,857	505	476	981	1,371	1,214	2,585	1,566	1,373	2,937						
Transit Adjustments²																		
Retail (-1.8%)			-116	-2	-1	-3	-5	-6	-11	-8	-7	-15						
Grocery Store (-1.8%)			-90	-2	-2	-4	-5	-5	-10	-6	-5	-11						
Bookstore (-1.8%)			-95	-1	-1	-2	-5	-4	-9	-5	-5	-10						
Restaurant (-1.8%)			-30	-2	-1	-3	-2	-1	-3	-3	-2	-5						
Dinner Theater (-1.8%)			-29	0	0	0	-2	-1	-3	-2	-2	-4						
Hotel			0	0	0	0	0	0	0	0	0	0						
Health Spa (-1.8%)			-50	-1	-1	-2	-3	-3	-6	-2	-2	-4						
Residential (Daily -3.1%, a.m. -3.7%, p.m. -3.6%, Sat. -3.1)			-65	-1	-4	-6	-5	-3	-8	-3	-3	-6						
Total Transit Adjustments			-475	-9	-10	-20	-27	-23	-50	-29	-26	-55						
Internal Trips			-5,807	-78	-78	-156	-259	-259	-518	-315	-315	-630						
Pass-by Trips (33% of net retail trips)			-3,545	-53	-53	-106	-184	-184	-368	-217	-217	-434						
New External Trips			16,030	365	335	699	901	748	1,649	1,005	815	1,818						
Transit Trips																		
Retail (2.2%)			501	10	7	17	24	26	50	30	28	58						
Residential (Daily 3.8%, a.m. 4.5%, p.m. 4.5%, Sat. 3.8%)			80	2	5	7	6	4	10	4	4	8						
Total Transit Trips			581	12	12	24	30	30	60	34	32	66						

Note:

¹ Trip generation for weekday and AM peak hour for bookstore were based on trip generation ratio of retail/shopping center land use.

² Transit adjustments and transit trips for restaurant, theater and health spa were assumed to be the same percentage as for retail use.

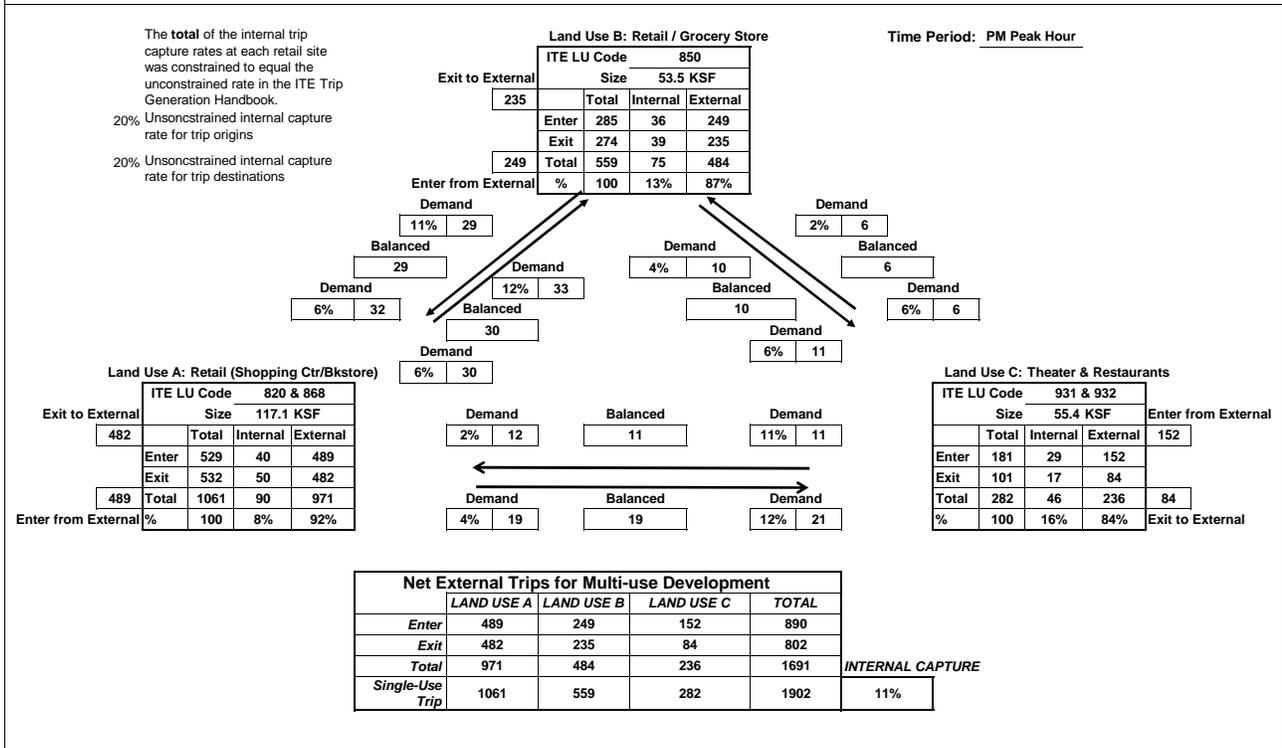
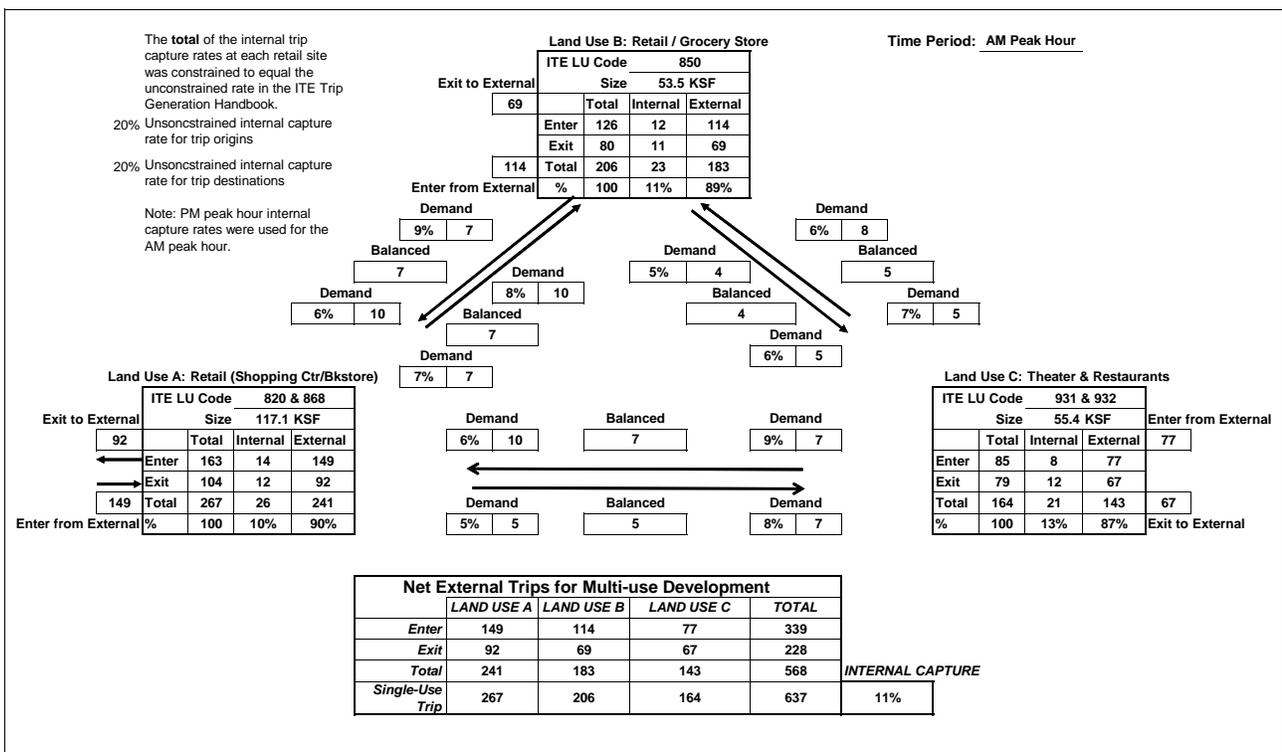
³ Pass-by adjustments were made for shopping center, grocery store and bookstore only

Analyst: Dowling

Date: 9/15/2009

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
As Analyzed in DEIR (ITE 7th ed)**

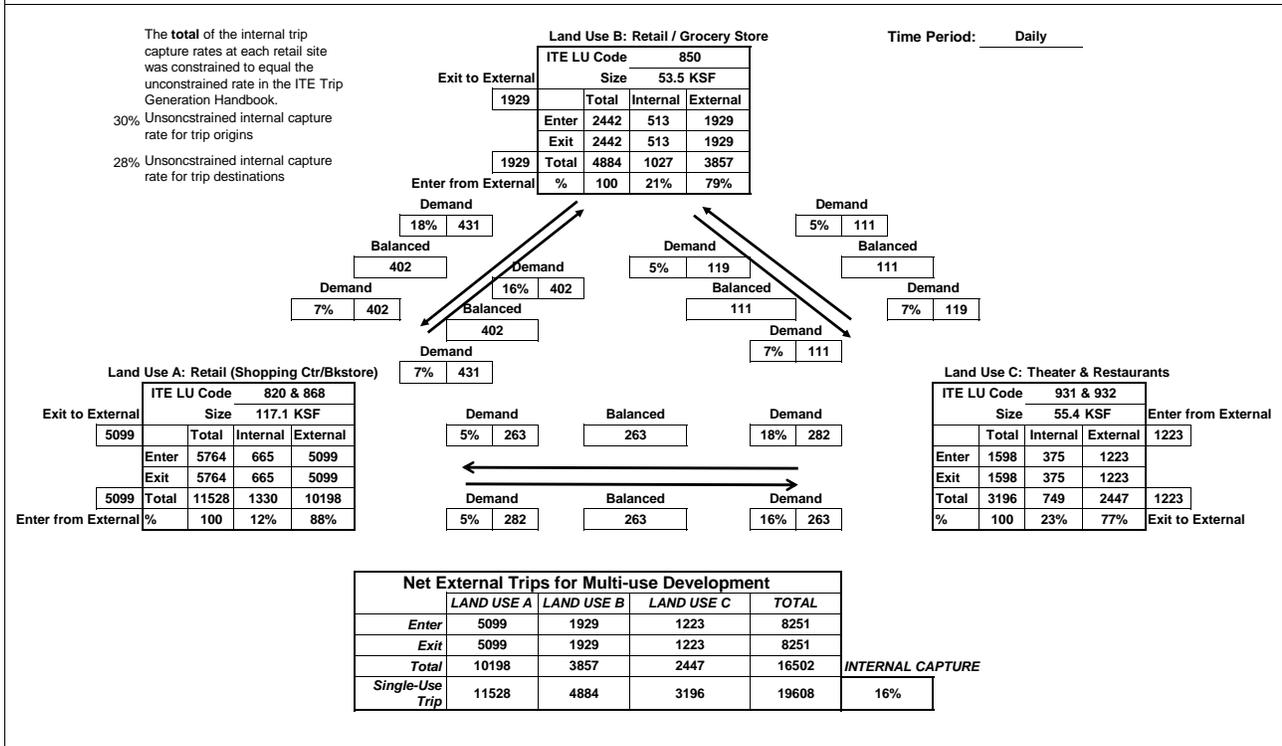
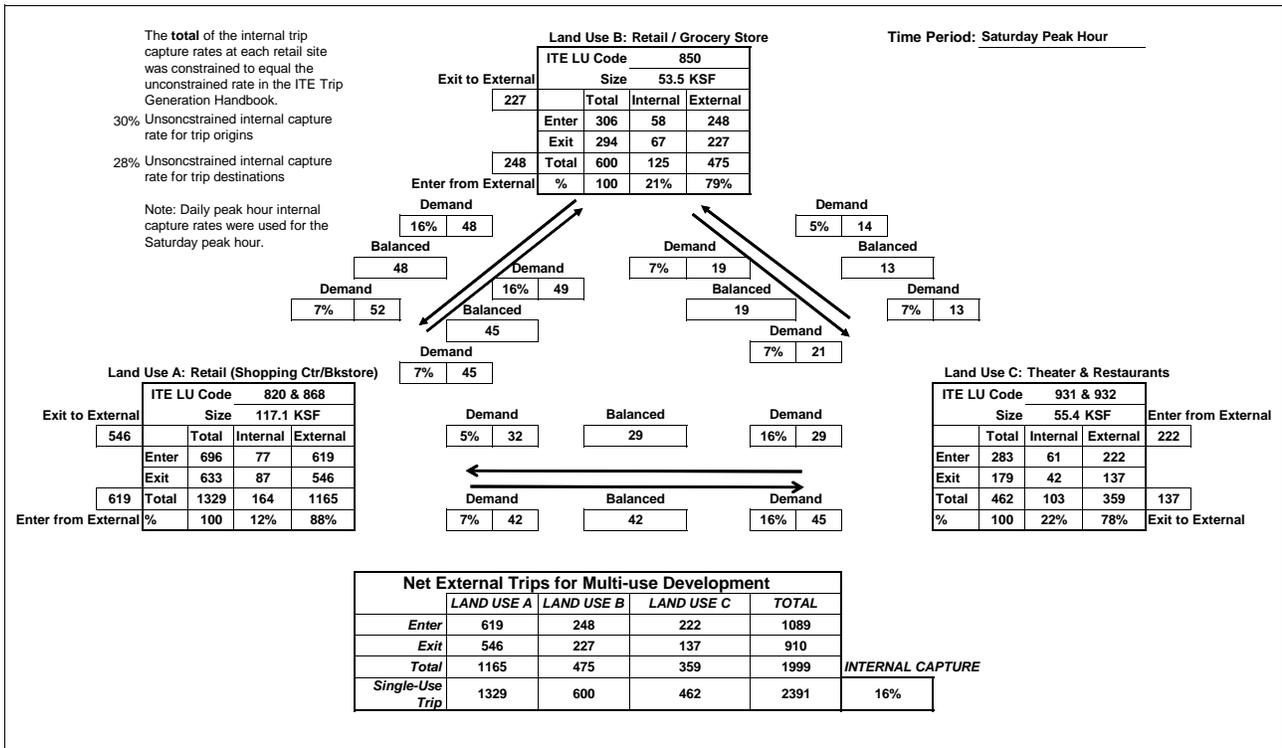
Name of Development: Curtis Park



Analyst: Dowling
 Date: 9/15/2009

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY
 As Analyzed in DEIR (ITE 7th ed)**

Name of Development: Curtis Park



FEIR TRIP GENERATION

Curtis Park Village
Trip Generation -Current Proposed Project September 2009 (using ITE Trip Generation 8th edition)

Trip Generation Land Use Category	Amount	Source	Trips Generated									Distribution						
			Weekday	AM Peak Hour			PM Peak Hour			Saturday			AM Peak		PM Peak		Saturday	
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	In	Out	In	Out
Retail (Shopping Center)	129.5 KSF	ITE (820)	8,034	109	70	179	370	386	756	527	487	1,014	61%	39%	49%	51%	52%	48%
Retail / Grocery Store	53.5 KSF	ITE (850)	4,973	117	75	192	300	289	589	296	284	580	61%	39%	51%	49%	51%	49%
Retail / Bookstore	25.0 KSF	ITE (868) ¹	5,186	71	45	116	254	234	488	282	251	533	61%	39%	52%	48%	53%	47%
Restaurant	13.0 KSF	ITE (932)	1,653	78	72	150	86	59	145	97	86	183	52%	48%	59%	41%	53%	47%
Athletic Club	38.0 KSF	ITE (493)	1,634	69	44	113	144	89	233	124	129	253	61%	39%	62%	38%	49%	51%
Multi-Family Residential	248 Units	ITE (220) ²	1,626	25	100	125	100	54	154	75	64	139	20%	80%	65%	35%	54%	46%
Sr Adult Housing - Attached	90 Units	ITE (252) ⁵	313	4	8	12	8	6	14	13	14	27	36%	64%	60%	40%	48%	52%
Single-Family Residential	190 Units	ITE (210)	1,877	36	107	143	118	69	187	94	83	177	25%	75%	63%	37%	53%	47%
Park/Open Space	6.9 Acres	ITE (411)	11	0	0	0	0	0	0	1	1	2	50%	50%	50%	50%	50%	50%
Total Project Trips			25,307	509	521	1,030	1,380	1,186	2,566	1,509	1,399	2,908						
Transit Adjustments³																		
Retail (-1.8%)			-145	-2	-1	-3	-7	-7	-14	-9	-9	-18						
Grocery Store (-1.8%)			-90	-2	-1	-3	-6	-5	-11	-5	-5	-10						
Bookstore (-1.8%)			-93	-1	-1	-2	-5	-4	-9	-5	-5	-10						
Restaurant (-1.8%)			-30	-2	-1	-3	-2	-1	-3	-2	-1	-3						
Athletic Club (-1.8%)			-29	-1	-1	-2	-2	-2	-4	-2	-3	-5						
Residential (Daily -3.1%, a.m. -3.7%, p.m. -3.6%, Sat. -3.1%)			-118	-2	-8	-10	-8	-5	-13	-6	-5	-11						
Total Transit Adjustments			-505	-10	-13	-23	-30	-24	-54	-29	-28	-57						
Internal Trips			-5,840	-82	-82	-165	-255	-255	-509	-320	-320	-640						
Pass-by Trips (32% of net retail trips)			-3,796	-50	-50	-99	-204	-204	-407	-229	-229	-457						
New External Trips			15,166	367	376	743	891	703	1,596	931	822	1,754						
Transit Trips																		
Retail (2.2%)			473	10	7	17	24	25	49	29	27	56						
Residential (Daily 3.8%, a.m. 4.5%, p.m. 4.5%, Sat. 3.8%)			145	3	10	13	10	6	16	7	6	13						
Total Transit Trips			618	13	17	30	34	31	65	36	33	69						

Note:

¹ Trip generation for weekday and AM peak hour for bookstore were based on trip generation ratio of retail/shopping center land use.

² Trip generation for Saturday peak hour for multi-family residential was based on data from Low Rise Apartment (ITE 221)

³ Transit adjustments and transit trips for grocery store, bookstore, restaurant and athletic club were assumed to be the same percentage as for retail use.

⁴ Pass-by adjustments were made for shopping center, grocery store and bookstore only

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Current Proposed Project (ITE 8th ed)**

Analyst: Dowling

Name of Development: Curtis Park

Date: 9/17/2009

				AM Peak Hour						
Land Use A: Residential							Land Use B: Retail			
Exit to External	ITE LU Code	210/220		Demand	Balanced	Demand	ITE LU Code	Various		Enter from External
	Size	528.0 units		37% 23	21	7% 21	Size	259.0 ksf		
185	Total	Internal	External	←————→			Total	Internal	External	414
	Enter	63	21				Enter	436	22	414
	Exit	207	22				Exit	301	21	280
42	Total	270	43				Total	737	43	694
Enter from External	%	100	16%				%	100	6%	94%
			84%	Demand	Balanced	Demand				
				34% 70	22	5% 22				
Note: Midday peak hour internal capture rates were used for the AM peak hour.							Retail land use includes shopping center, grocery, bookstore, restaurants and dinner theater			
Residential land use includes single family homes and hotel										
				Net External Trips for Multi-use Development						
					LAND USE A	LAND USE B	TOTAL			
				Enter	42	414	456			
				Exit	185	280	465			
				Total	227	694	921	INTERNAL CAPTURE		
				Single-Use Trip	270	737	1007	9%		

				PM Peak Hour						
Land Use A: Residential							Land Use B: Retail			
Exit to External	ITE LU Code	210/220		Demand	Balanced	Demand	ITE LU Code	Various		Enter from External
	Size	528.0 units		31% 68	68	12% 125	Size	259.0 ksf		
58	Total	Internal	External	←————→			Total	Internal	External	1066
	Enter	218	68				Enter	1,132	66	1066
	Exit	124	66				Exit	1,038	68	970
150	Total	342	133				Total	2,170	133	2037
Enter from External	%	100	39%				%	100	6%	94%
			61%	Demand	Balanced	Demand				
				53% 66	66	9% 102				
				Net External Trips for Multi-use Development						
					LAND USE A	LAND USE B	TOTAL			
				Enter	150	1066	1217			
				Exit	58	970	1029			
				Total	209	2037	2245	INTERNAL CAPTURE		
				Single-Use Trip	342	2170	2512	11%		

				Saturday Peak Hour						
Land Use A: Residential							Land Use B: Retail			
Exit to External	ITE LU Code	210/220		Demand	Balanced	Demand	ITE LU Code	Various		Enter from External
	Size	528.0 units		33% 58	58	11% 134	Size	259.0 ksf		
97	Total	Internal	External	←————→			Total	Internal	External	1244
	Enter	176	58				Enter	1,303	59	1244
	Exit	156	59				Exit	1,214	58	1156
118	Total	332	117				Total	2,517	117	2400
Enter from External	%	100	35%				%	100	5%	95%
			65%	Demand	Balanced	Demand				
				38% 59	59	9% 117				
Note: Daily peak hour internal capture rates were used for the Saturday peak hour.										
				Net External Trips for Multi-use Development						
					LAND USE A	LAND USE B	TOTAL			
				Enter	118	1244	1362			
				Exit	97	1156	1253			
				Total	215	2400	2614	INTERNAL CAPTURE		
				Single-Use Trip	332	2517	2849	8%		

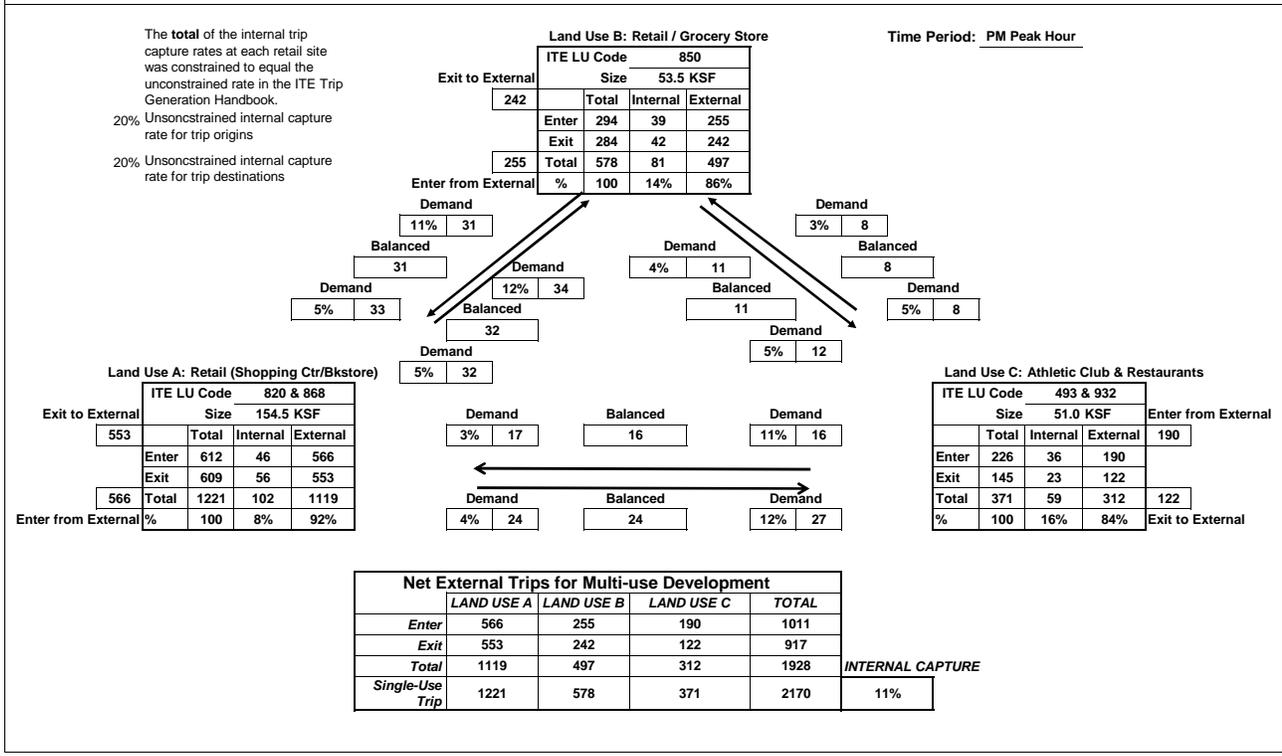
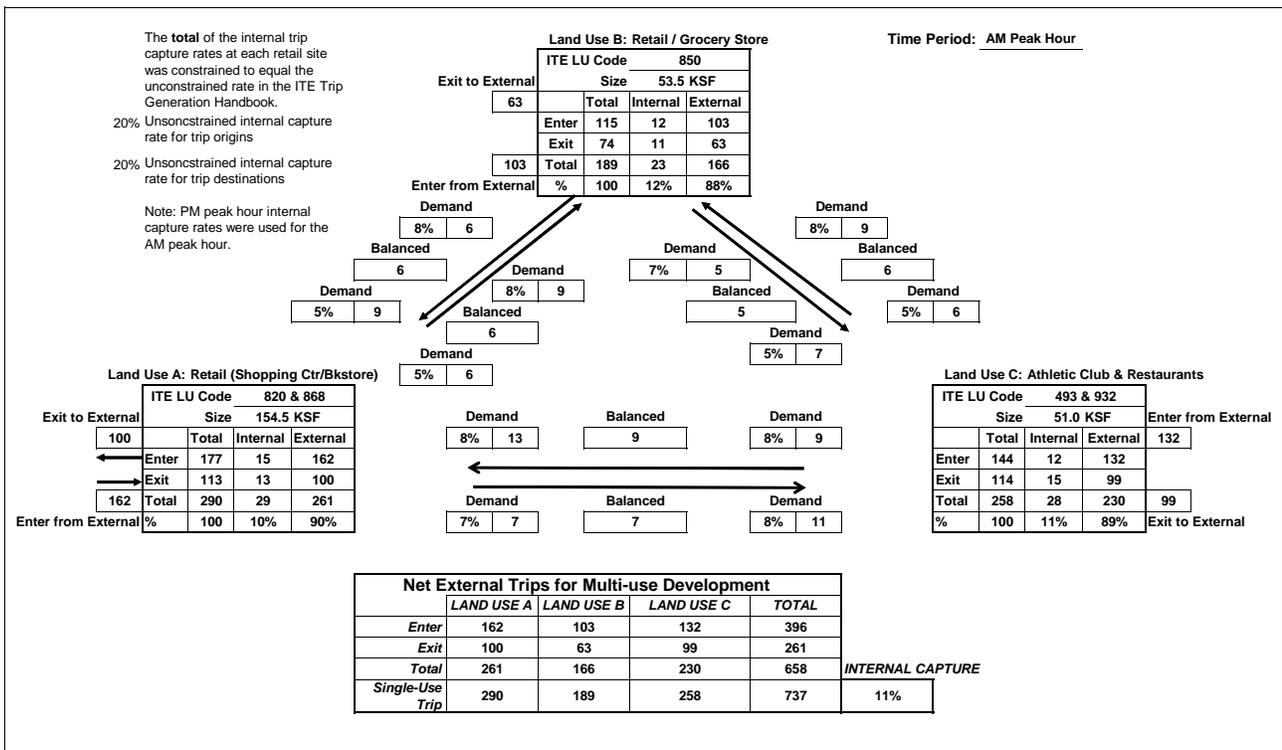
				Daily						
Land Use A: Residential							Land Use B: Retail			
Exit to External	ITE LU Code	210/220		Demand	Balanced	Demand	ITE LU Code	Various		Enter from External
	Size	528.0 units		33% 610	610	11% 1160	Size	259.0 ksf		
1146	Total	Internal	External	←————→			Total	Internal	External	9844
	Enter	1,849	610				Enter	10,547	703	9844
	Exit	1,849	703				Exit	10,547	610	9937
1239	Total	3,698	1313				Total	21,094	1313	19781
Enter from External	%	100	36%				%	100	6%	94%
			65%	Demand	Balanced	Demand				
				38% 703	703	9% 949				
				Net External Trips for Multi-use Development						
					LAND USE A	LAND USE B	TOTAL			
				Enter	1239	9844	11083			
				Exit	1146	9937	11083			
				Total	2385	19781	22166	INTERNAL CAPTURE		
				Single-Use Trip	3698	21094	24792	11%		

Analyst: Dowling

Date: 9/17/2009

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Current Proposed Project (ITE 8th ed)**

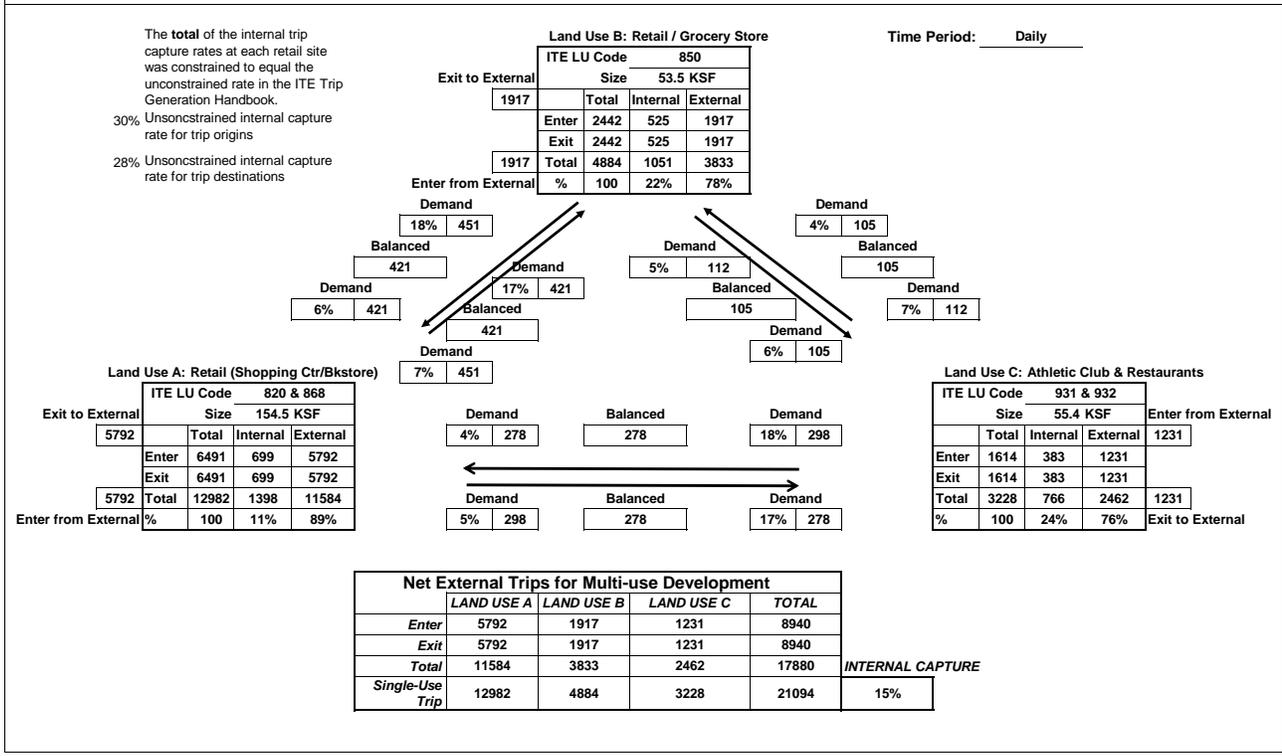
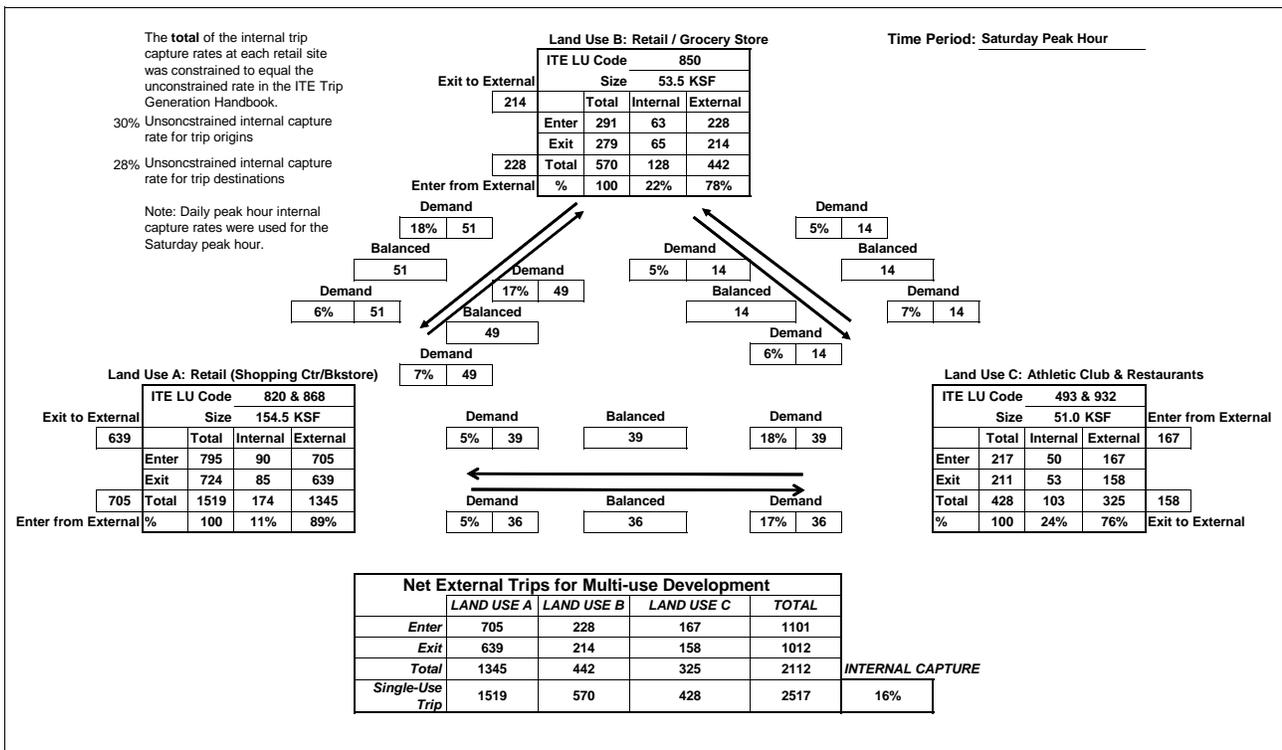
Name of Development: Curtis Park



Analyst: Dowling
 Date: 9/17/2009

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY
 Current Proposed Project (ITE 8th ed)**

Name of Development: Curtis Park



UPDATED PROJECT TRIP GENERATION

Curtis Park Village Land Use	ITE Land Use	ITE Land Use Code	Quantity	Units	Daily Trips			AM Peak Commuter Hour Trips					PM Peak Commuter Hour Trips					Saturday Peak Hour Trips				
					Equation / Average	Total	Equation / Average	Percent Entering	Entering	Exiting	Total	Equation / Average	Percent Entering	Entering	Exiting	Total	Equation / Average	Percent Entering	Entering	Exiting	Total	
Retail without Grocery	Shopping Center	820	161,734	KSF	E	9,282	E	62%	130	79	209	E	48%	397	430	827	E	52%	621	574	1,195	
Retail / Grocery Store	Supermarket	850	57,266	KSF	E	5,226	A	62%	121	74	195	E	51%	263	253	516	E	51%	335	322	657	
Health Spa	Health / Fitness Club	492	40,000	KSF	A	1,317	A	50%	28	28	56	E	57%	79	60	139	A	45%	50	61	111	
Gasoline / Service Station with Convenience Market	Gasoline / Service Station with Convenience Market	945	16	Fueling Vehicle Positions	A	2,604	A	50%	82	81	163	A	50%	108	108	216	(3)	50%	108	108	216	
Single-Family Residential	Single-Family Detached Housing	210	193	Units	E	1,923	E	25%	36	109	145	E	63%	120	70	190	E	54%	98	83	181	
Multi-Family Residential	Apartment	220	244	Units	E	1,602	E	20%	25	98	123	E	65%	99	53	152	E (2)	54%	64	55	119	
Senior Housing	Senior Adult Housing - Attached	252	91	Units	E	292	E	34%	6	12	18	E	54%	12	11	23	E	57%	17	12	29	
Park / Open Space	City Park	411	7	Acres	A	13	(1)	50%	0	0	0	(1)	50%	0	0	0	(1)	50%	1	1	2	
Total Trips Before Adjustments	Retail Subtotal					18,429		58%	361	262	623		50%	847	851	1,698		51%	1,114	1,065	2,179	
	Residential Subtotal					3,817		23%	67	219	286		63%	231	134	365		54%	179	150	329	
	Park / Open Space Subtotal					13		50%	0	0	0		50%	0	0	0		50%	1	1	2	
	Total					22,259		47%	428	481	909		52%	1,078	985	2,063		52%	1,294	1,216	2,510	
Transit Adjustments	Shopping Center					-167		-1.8%	-2	-2	-4		-1.8%	-7	-8	-15		-1.8%	-11	-11	-22	
	Supermarket					-94		-1.8%	-2	-2	-4		-1.8%	-5	-4	-9		-1.8%	-6	-6	-12	
	Health / Fitness Club					-24		-1.8%	-1	0	-1		-1.8%	-2	-1	-3		-1.8%	-1	-1	-2	
	Gasoline / Service Station with Convenience Market					0.0%		0.0%	0	0	0		0.0%	0	0	0		0.0%	0	0	0	
	Single-Family Detached Housing					-60		-3.1%	-1	-4	-5		-3.6%	-4	-3	-7		-3.1%	-3	-3	-6	
	Apartment					-50		-3.1%	-1	-4	-5		-3.6%	-3	-2	-5		-3.1%	-2	-2	-4	
	Senior Adult Housing - Attached					-9		-3.1%	0	-1	-1		-3.6%	-1	0	-1		-3.1%	-1	0	-1	
	City Park					0			0	0	0			0	0	0			0	0	0	
Total Trips After Transit Adjustments	Shopping Center					9,115			128	77	205			390	422	812			610	563	1,173	
	Supermarket					5,132			119	72	191			258	249	507			329	316	645	
	Health / Fitness Club					1,293			27	28	55			77	59	136			49	60	109	
	Gasoline / Service Station with Convenience Market					2,604			82	81	163			108	108	216			108	108	216	
	Retail Subtotal					18,144			356	258	614			833	838	1,671			1,096	1,047	2,143	
	Residential Subtotal					3,698			65	210	275			223	129	352			173	145	318	
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2	
	Total					21,855			421	468	889			1,056	967	2,023			1,270	1,193	2,463	
Internal Trips - Mixed Use Adjustments	Shopping Center					-660			-1	0	-1			-17	-52	-68			-31	-31	-61	
	Supermarket					-371			-1	0	-1			-11	-30	-42			-17	-17	-34	
	Health / Fitness Club					-94			0	0	0			-3	-7	-11			-2	-3	-6	
	Gasoline / Service Station with Convenience Market					-188			0	0	-1			-5	-13	-18			-5	-6	-11	
	Retail					-1,313			-2	-1	-3			-37	-103	-139			-55	-57	-112	
	Residential					-1,313			-1	-2	-3			-103	-37	-139			-57	-55	-112	
	Park / Open Space					0			0	0	0			0	0	0			0	0	0	
	Total					-2,626			-3	-3	-7			-139	-139	-279			-112	-112	-224	
External Trips After Mixed Use Adjustments	Shopping Center					8,455			127	77	204			373	370	744			579	532	1,112	
	Supermarket					4,761			118	72	190			247	219	465			312	299	611	
	Health / Fitness Club					1,199			27	28	55			74	52	125			47	57	103	
	Gasoline / Service Station with Convenience Market					2,416			82	81	162			103	95	198			103	102	205	
	Retail Subtotal					16,831			354	257	611			796	735	1,532			1,041	990	2,031	
	Residential Subtotal					2,385			64	208	272			120	92	213			116	90	206	
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2	
	Total					19,229			418	465	882			917	828	1,744			1,158	1,081	2,239	
Internal Trips - Retail Adjustments	Shopping Center					-1,513			-16	-15	-31			-20	-43	-63			-80	-140	-220	
	Supermarket					-1,171			-16	-14	-30			-24	-19	-44			-103	-74	-178	
	Health / Fitness Club					-337			-5	-5	-10			-12	-5	-17			-24	-11	-35	
	Gasoline / Service Station with Convenience Market					-654			-12	-15	-27			-20	-8	-28			-43	-25	-68	
	Retail					-3,675			-49	-49	-98			-76	-76	-153			-250	-250	-500	
	Residential																					
	Park / Open Space																					
	Total					-3,675			-49	-49	-98			-76	-76	-153			-250	-250	-500	
External Trips After Mixed Use and Retail Adjustments	Shopping Center					6,943			111	62	173			353	327	681			500	392	892	
	Supermarket					3,589			102	58	160			222	199	421			209	225	434	
	Health / Fitness Club					863			22	23	45			62	46	107			23	45	68	
	Gasoline / Service Station with Convenience Market					1,761			70	66	136			83	86	170			59	78	137	
	Retail Subtotal					13,156			305	208	513			720	659	1,379			791	740	1,531	
	Residential Subtotal					2,385			64	208	272			120	92	213			116	90	206	
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2	
	Total					15,554			369	416	785			840	751	1,592			908	831	1,739	
Pass-By Trips	Shopping Center					-2,222			32%	-28	-28			-116	-116	-232			26%	-116	-116	-232
	Supermarket					-1,149			32%	-26	-26			-76	-76	-152			26%	-56	-56	-112
	Health / Fitness Club					0				0	0			0	0	0				0	0	0
	Gasoline / Service Station with Convenience Market					-986			56%	-42	-42			-48	-48	-96			56%	-38	-38	-76
New External Trips	Shopping Center					4,721			83	34	117			237	211	449			384	276	660	
	Supermarket					2,441			76	32	108			146	123	269			153	169	322	
	Health / Fitness Club					863			22	23	45			62	46	107			23	45	68	
	Gasoline / Service Station with Convenience Market					775			28	24	52			35	38	74			21	40	61	
	Retail Subtotal					8,800			209	112	321			480	419	899			581	530	1,111	
	Residential Subtotal					2,385			64	208	272			120	92	213			116	90	206	
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2	
	Total					11,198			273	320	593			600	511	1,112			698	621	1,319	

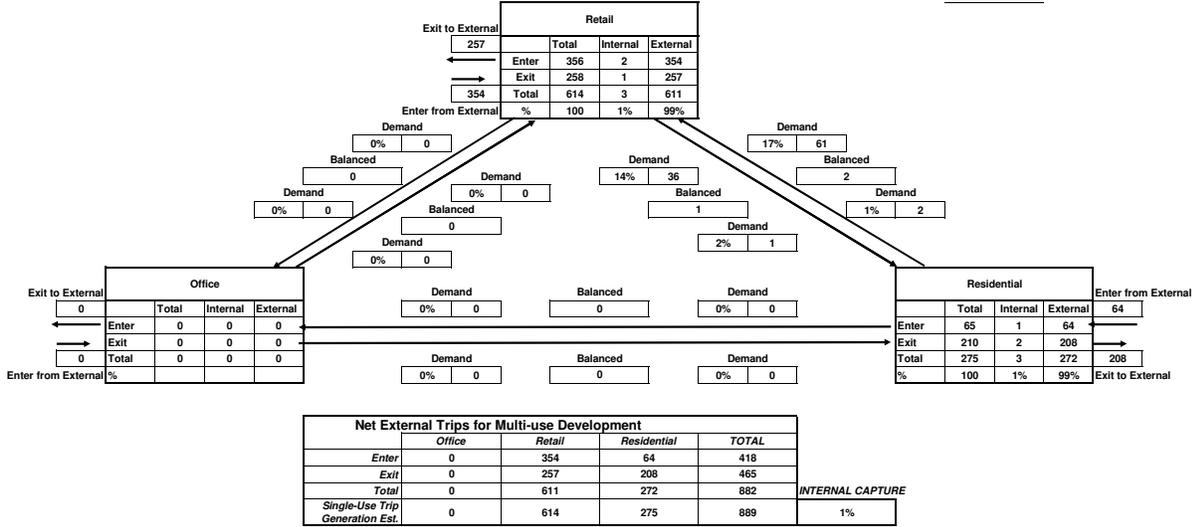
Analyst: DKS
Date: 4/8/2015

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
MIXED USE**

Name of Development: Curtis Park Village

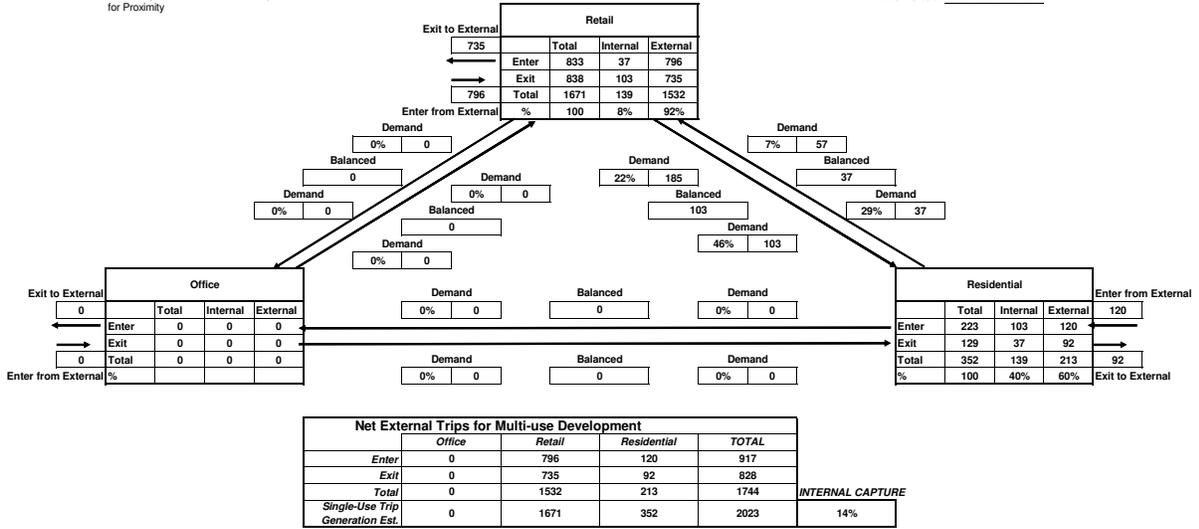
Percentages from Third Edition

Time Period: AM Peak Hour



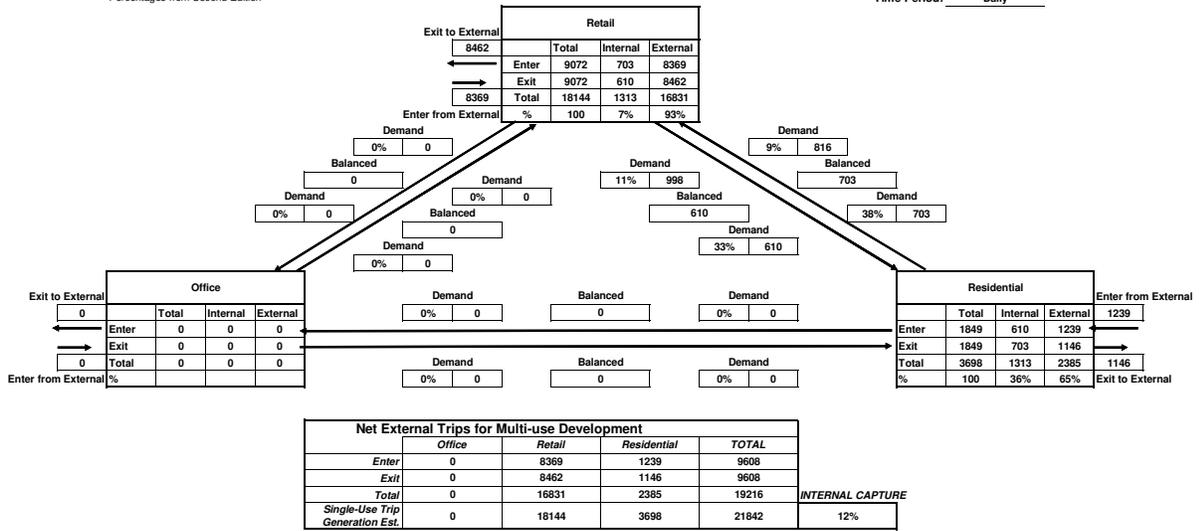
Percentages from Third Edition, Adjusted for Proximity

Time Period: PM Peak Hour



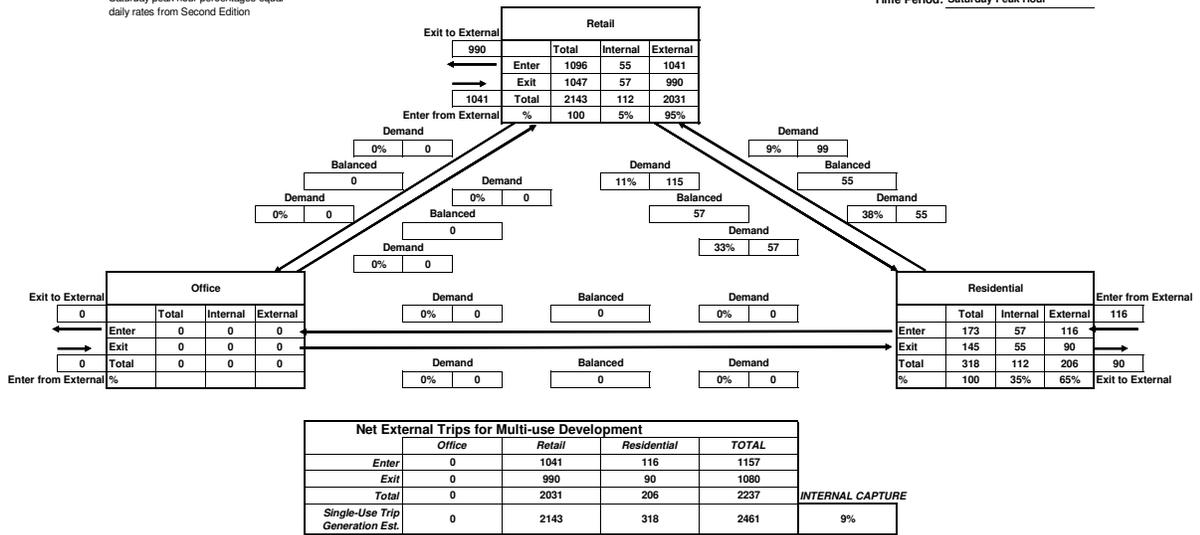
Percentages from Second Edition

Time Period: Daily



Saturday peak hour percentages equal daily rates from Second Edition

Time Period: Saturday Peak Hour



Analyst: DKS
Date: 4/8/2015

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
RETAIL**

Name of Development: Curtis Park Village

									Time Period: AM Peak Hour								
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market									
					Unconstrained Percentage												
Exiting Trips	Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand	Entering Trips				
Shopping Center	77	20%	19%	15	8	8	2	5	10	10	4	11	128	20%	19%	25	Shopping Center
Supermarket	72	20%	19%	14	2	2	2	5	2	2	3	10	119	20%	19%	23	Supermarket
Health / Fitness Club	28	20%	19%	5	2	2		1	7	2	2	2	27	20%	19%	5	Health / Fitness Club
Gasoline / Service Station with Convenience Market	81	20%	19%	16	7	7	2		7	6	3	11	82	20%	19%	16	Gasoline / Service Station with Convenience Market
					Entering												
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market									
Balanced																	
Exiting																	
Shopping Center					8	8	2	5	15								
Supermarket					2	2		5	14								
Health / Fitness Club					2	2		1	5								
Gasoline / Service Station with Convenience Market					7	6	2		15								
					16	16	5	12									
									Time Period: PM Peak Hour								
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market									
					Unconstrained Percentage												
Exiting Trips	Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand	Entering Trips				
Shopping Center	422	20%	8%	33	19	19	11	16	29	36	9	16	390	20%	16%	61	Shopping Center
Supermarket	249	20%	8%	19	2	2	3	4	6	4	4	7	258	20%	16%	40	Supermarket
Health / Fitness Club	59	20%	8%	5	2	2		1	10	6	1	2	77	20%	16%	12	Health / Fitness Club
Gasoline / Service Station with Convenience Market	108	20%	8%	8	5	3	1		10	6	1	2	108	20%	16%	17	Gasoline / Service Station with Convenience Market
					Entering												
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market									
Balanced																	
Exiting																	
Shopping Center					19	19	9	16	43								
Supermarket					13	2	3	4	19								
Health / Fitness Club					2	2		1	5								
Gasoline / Service Station with Convenience Market					5	3	1		8								
					20	24	12	20									

					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
					Unconstrained Percentage				Total				Unconstrained Percentage				Total							
Exiting Trips					Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market				
Shopping Center	4,558	30%	23%	1061	418	603	3008	6057	364	525	132	266	923	364	525	132	266	923	364	525	132	266		
Supermarket	2,566	30%	23%	597	81	81	81	520	71	40	52	104	520	71	40	52	104	520	71	40	52	104		
Health / Fitness Club	647	30%	23%	150	155	87	22	131	155	87	22	20	131	155	87	22	20	131	155	87	22	20		
Gasoline / Service Station with Convenience Market	1,302	30%	23%	303	178	100	25	264	155	87	22	20	264	155	87	22	20	264	155	87	22	20		
					Entering				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Balanced					Exiting				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Exiting					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
Shopping Center					364				525				132				266				923			
Supermarket					71				40				52				104				520			
Health / Fitness Club					155				87				22				20				131			
Gasoline / Service Station with Convenience Market					178				100				25				264				155			
					590				652				206				390							

					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
					Unconstrained Percentage				Total				Unconstrained Percentage				Total							
Exiting Trips					Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market				
Shopping Center	563	30%	25%	138	62	94	30	65	58	91	17	31	140	58	91	17	31	140	58	91	17	31		
Supermarket	316	30%	25%	78	9	9	5	11	6	4	6	11	74	6	4	6	11	74	6	4	6	11		
Health / Fitness Club	60	30%	25%	15	15	9	1	11	6	4	6	11	11	6	4	6	11	11	6	4	6	11		
Gasoline / Service Station with Convenience Market	108	30%	25%	27	16	9	1	25	15	8	1	25	25	15	8	1	25	25	15	8	1	25		
					Entering				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Balanced					Exiting				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Exiting					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
Shopping Center					563				316				60				108				140			
Supermarket					316				60				108				140				74			
Health / Fitness Club					60				108				140				74				11			
Gasoline / Service Station with Convenience Market					108				140				74				11				25			
					80				103				24				43							

					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
					Unconstrained Percentage				Total				Unconstrained Percentage				Total							
Exiting Trips					Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market				
Shopping Center	4,558	28%	20%	923	364	525	132	266	923	364	525	132	266	923	364	525	132	266	923					
Supermarket	2,566	28%	20%	520	71	40	52	104	520	71	40	52	104	520	71	40	52	104	520					
Health / Fitness Club	647	28%	20%	131	155	87	22	20	131	155	87	22	20	131	155	87	22	20	131					
Gasoline / Service Station with Convenience Market	1,302	28%	20%	264	155	87	22	20	264	155	87	22	20	264	155	87	22	20	264					
					Entering				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Balanced					Exiting				Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market			
Exiting					Shopping Center				Supermarket				Health / Fitness Club				Gasoline / Service Station with Convenience Market							
Shopping Center					364				525				132				266				923			
Supermarket					71				40				52				104				520			
Health / Fitness Club					155				87				22				20				131			
Gasoline / Service Station with Convenience Market					178				100				25				264				155			
					590				652				206				390							

**UPDATED PROJECT TRIP GENERATION –
SENSITIVITY ANALYSIS**

Curtis Park Village Land Use	ITE Land Use	ITE Land Use Code	Quantity	Units	Daily Trips			AM Peak Commuter Hour Trips			PM Peak Commuter Hour Trips			Saturday Peak Hour Trips							
					Equation / Average	Total	Equation / Average	Percent Entering	Entering	Exiting	Total	Equation / Average	Percent Entering	Entering	Exiting	Total	Equation / Average	Percent Entering	Entering	Exiting	Total
Retail without Grocery	Shopping Center	820	161,734	KSF	E	9,282	E	62%	130	79	209	E	48%	397	430	827	E	52%	621	574	1,195
Retail / Grocery Store	Supermarket	850	57,266	KSF	E	5,226	A	62%	121	74	195	E	51%	263	253	516	E	51%	335	322	657
Health Spa	Health / Fitness Club	492	40,000	KSF	A	1,317	A	50%	28	28	56	E	57%	79	60	139	A	45%	50	61	111
Grocery Fuel Center	Gasoline / Service Station with Convenience Market	945	16	Vehicle Fueling Positions	A	4,600	A	50%	130	130	260	A	50%	140	140	280	(3)	50%	168	168	336
Single-Family Residential	Single-Family Detached Housing	210	193	Units	E	1,923	E	25%	36	109	145	E	63%	120	70	190	E	54%	98	83	181
Multi-Family Residential	Apartment	220	244	Units	E	1,602	E	20%	25	98	123	E	65%	99	53	152	E (2)	54%	64	55	119
Senior Housing	Senior Adult Housing - Attached	252	91	Units	E	292	E	34%	6	12	18	E	54%	12	11	23	E	57%	17	12	29
Park / Open Space	City Park	411	7	Acres	A	13	(1)	50%	0	0	0	(1)	50%	0	0	0	(1)	50%	1	1	2
Total Trips Before Adjustments	Retail Subtotal					20,425		57%	409	311	720		50%	879	883	1,762		51%	1,174	1,125	2,299
	Residential Subtotal					3,817		23%	67	219	286		63%	231	134	365		54%	179	150	329
	Park / Open Space Subtotal					13		50%	0	0	0		50%	0	0	0		50%	1	1	2
	Total					24,255		47%	476	530	1,006		52%	1,110	1,017	2,127		51%	1,354	1,276	2,630
Transit Adjustments	Shopping Center					-167		-1.8%	-2	-2	-4		-1.8%	-7	-8	-15		-1.8%	-11	-11	-22
	Supermarket					-94		-1.8%	-2	-2	-4		-1.8%	-5	-4	-9		-1.8%	-6	-6	-12
	Health / Fitness Club					-24		-1.8%	-1	0	-1		-1.8%	-2	-1	-3		-1.8%	-1	-1	-2
	Gasoline / Service Station with Convenience Market					0		0.0%	0	0	0		0.0%	0	0	0		0.0%	0	0	0
	Single-Family Detached Housing					-60		-3.1%	-1	-4	-5		-3.6%	-4	-3	-7		-3.1%	-3	-3	-6
	Apartment					-50		-3.1%	-1	-4	-5		-3.6%	-3	-2	-5		-3.1%	-2	-2	-4
	Senior Adult Housing - Attached					-9		-3.7%	0	-1	-1		-3.6%	-1	0	-1		-3.1%	-1	0	-1
	City Park					0			0	0	0			0	0	0			0	0	0
Total Trips After Transit Adjustments	Shopping Center					9,115			128	77	205			390	422	812			610	563	1,173
	Supermarket					5,132			119	72	191			258	249	507			329	316	645
	Health / Fitness Club					1,293			27	28	55			77	59	136			49	60	109
	Gasoline / Service Station with Convenience Market					4,600			130	130	260			140	140	280			168	168	336
	Retail Subtotal					20,140			404	307	711			865	870	1,735			1,156	1,107	2,263
	Residential Subtotal					3,698			65	210	275			223	129	352			173	145	318
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2
	Total					23,851			469	517	986			1,088	999	2,087			1,330	1,253	2,583
Internal Trips - Mixed Use Adjustments	Shopping Center					-594			-1	0	-1			-17	-50	-65			-29	-29	-58
	Supermarket					-335			-1	0	-1			-11	-29	-41			-16	-16	-32
	Health / Fitness Club					-84			0	0	0			-3	-7	-11			-2	-3	-5
	Gasoline / Service Station with Convenience Market					-300			-1	-1	-1			-6	-17	-23			-8	-9	-17
	Retail					-1,313			-2	-1	-3			-37	-103	-139			-55	-57	-112
	Residential					-1,313			-1	-2	-3			-103	-37	-139			-57	-55	-112
	Park / Open Space					0			0	0	0			0	0	0			0	0	0
	Total					-2,626			-3	-3	-7			-139	-139	-279			-112	-112	-224
External Trips After Mixed Use Adjustments	Shopping Center					8,521			127	77	204			373	372	747			581	534	1,115
	Supermarket					4,797			118	72	190			247	220	466			313	300	613
	Health / Fitness Club					1,209			27	28	55			74	52	125			47	57	104
	Gasoline / Service Station with Convenience Market					4,300			129	129	259			134	123	257			160	159	319
	Retail Subtotal					18,827			402	306	708			828	767	1,596			1,101	1,050	2,151
	Residential Subtotal					2,385			64	208	272			120	92	213			116	90	206
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2
	Total					21,225			466	514	979			949	860	1,808			1,218	1,141	2,359
Internal Trips - Retail Adjustments	Shopping Center					-1,635			-19	-15	-34			-22	-44	-66			-84	-142	-226
	Supermarket					-1,182			-18	-14	-32			-25	-20	-46			-99	-75	-174
	Health / Fitness Club					-335			-5	-5	-10			-12	-6	-18			-22	-11	-34
	Gasoline / Service Station with Convenience Market					-1,082			-15	-24	-39			-23	-11	-35			-62	-39	-100
	Retail					-4,234			-58	-58	-115			-82	-82	-164			-267	-267	-533
	Residential																				
	Park / Open Space																				
	Total					-4,234			-58	-58	-115			-82	-82	-164			-267	-267	-533
External Trips After Mixed Use and Retail Adjustments	Shopping Center					6,886			109	62	170			352	328	681			497	392	889
	Supermarket					3,615			100	58	158			222	199	421			214	225	439
	Health / Fitness Club					874			22	23	45			62	46	108			24	46	70
	Gasoline / Service Station with Convenience Market					3,218			114	106	220			111	112	223			98	121	219
	Retail Subtotal					14,593			344	248	592			746	685	1,431			834	783	1,617
	Residential Subtotal					2,385			64	208	272			120	92	213			116	90	206
	Park / Open Space Subtotal					13			0	0	0			0	0	0			1	1	2
	Total					16,991			408	456	864			867	778	1,644			951	874	1,825
Pass-By Trips	Shopping Center					-2,203			32%	-27	-27			-116	-116	-232			26%	-116	-232
	Supermarket					-1,157			32%	-25	-25			-76	-76	-152			26%	-57	-114
	Health / Fitness Club					0				0	0			0	0	0				0	0
	Gasoline / Service Station with Convenience Market					-1,802			56%	-68	-68			-62	-62	-124			56%	-61	-122
	Retail					4,682				82	35			236	212	449				381	276
	Supermarket					2,458				75	33			146	123	269				157	168
	Health / Fitness Club					874				22	23			62	46	108				24	46
	Gasoline / Service Station with Convenience Market					1,416				46	38			49	50	99				37	60
	Retail Subtotal					9,431				224	128			492	431	923				600	549
	Residential Subtotal					2,385				64	208			120	92	213				116	90
	Park / Open Space Subtotal					13				0	0			0	0	0				1	1
	Total					11,829				288	336			613	524	1,136				717	640

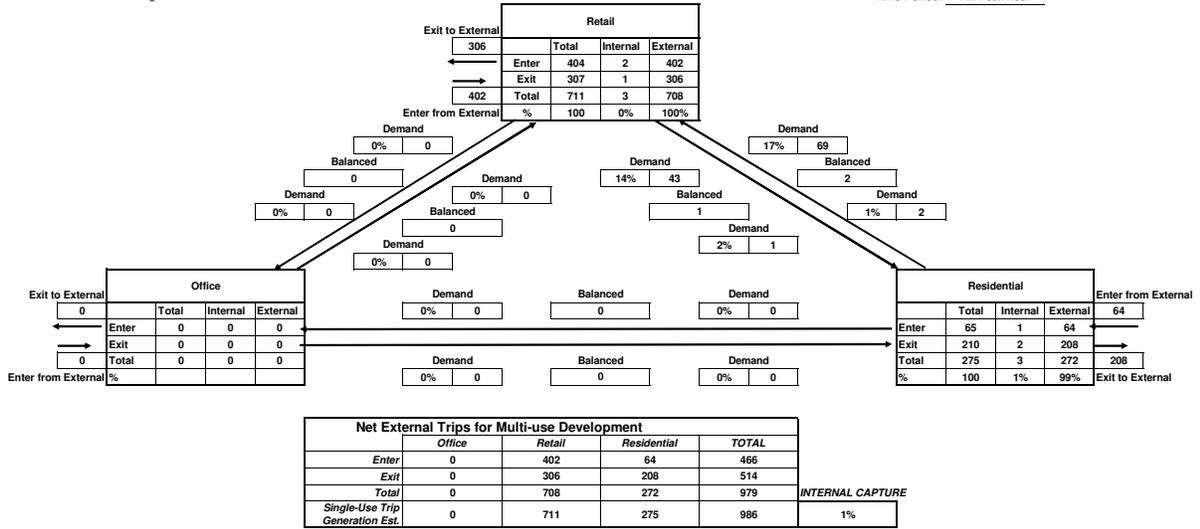
Analyst: DKS
Date: 4/8/2015

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
MIXED USE**

Name of Development: Curtis Park Village

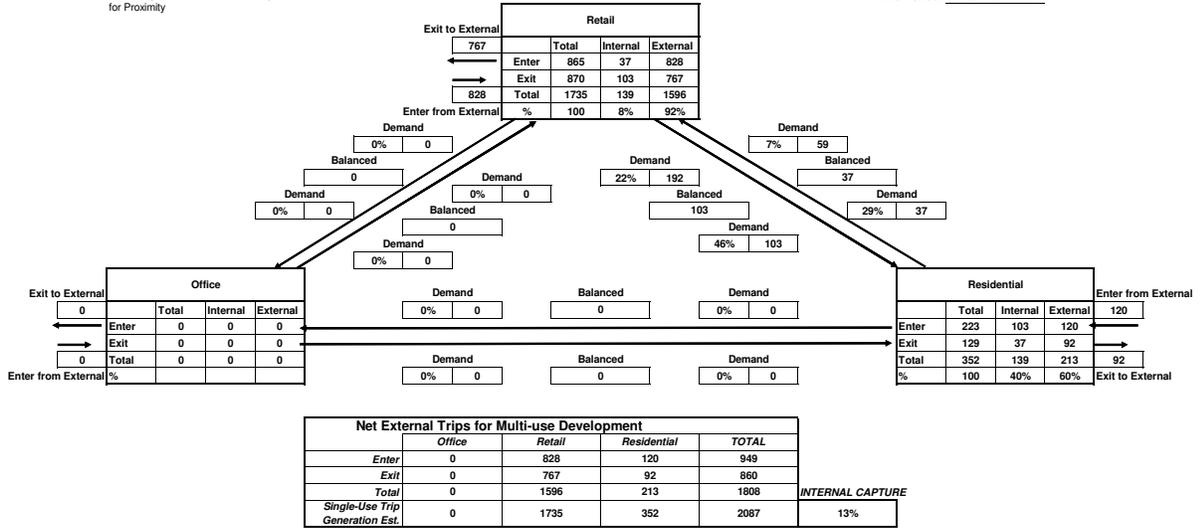
Percentages from Third Edition

Time Period: AM Peak Hour



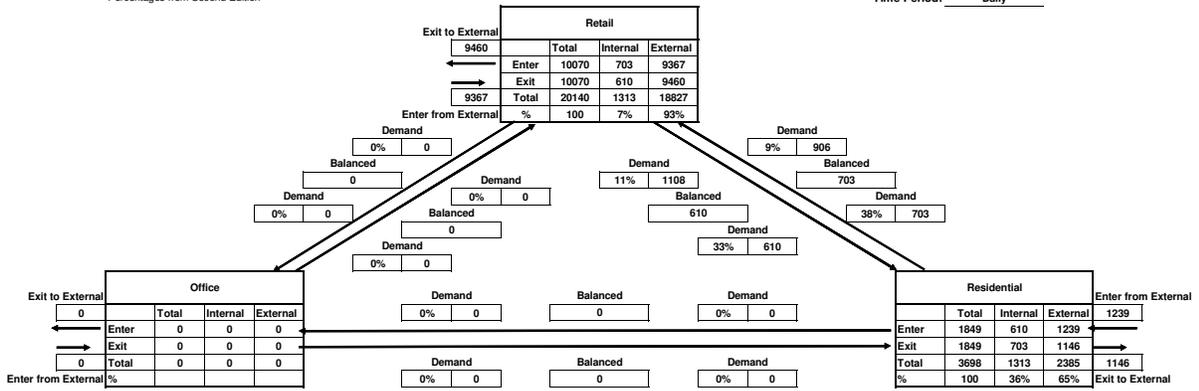
Percentages from Third Edition, Adjusted for Proximity

Time Period: PM Peak Hour



Percentages from Second Edition

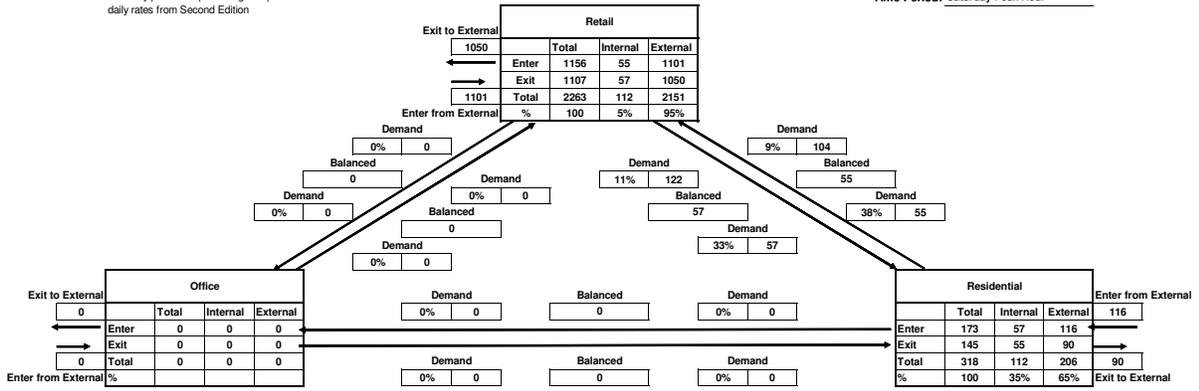
Time Period: Daily



Net External Trips for Multi-use Development					
	Office	Retail	Residential	TOTAL	
Enter	0	9367	1239	10606	
Exit	0	9460	1146	10606	
Total	0	18827	2385	21212	
Single-Use Trip Generation Est.	0	20140	3698	23838	INTERNAL CAPTURE
					11%

Saturday peak hour percentages equal daily rates from Second Edition

Time Period: Saturday Peak Hour



Net External Trips for Multi-use Development					
	Office	Retail	Residential	TOTAL	
Enter	0	1101	116	1217	
Exit	0	1050	90	1140	
Total	0	2151	206	2357	
Single-Use Trip Generation Est.	0	2263	318	2581	INTERNAL CAPTURE
					9%

Analyst: DKS
Date: 4/8/2015

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
RETAIL**

Name of Development: Curtis Park Village

									Time Period: <u>AM Peak Hour</u>					
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market						
					Unconstrained Percentage									
Exiting Trips	Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand	Entering Trips	
Shopping Center	77	20%	20%	15	6	6	1	7	8	28	19%	19%	25	Shopping Center
Supermarket	72	20%	20%	14					1	119	20%	19%	23	Supermarket
Health / Fitness Club	28	20%	20%	5	2	2		2	2	27	20%	19%	5	Health / Fitness Club
Gasoline / Service Station with Convenience Market	130	20%	20%	25	12	11	3		14	130	20%	19%	25	Gasoline / Service Station with Convenience Market
					Entering									
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market						
Balanced														
Exiting														
Shopping Center					6	6	1	7						
Supermarket														
Health / Fitness Club					1	1		2						
Gasoline / Service Station with Convenience Market					11	10	3							
					19	18	5	15						
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Time Period: <u>PM Peak Hour</u>					
					Unconstrained Percentage									
Exiting Trips	Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand	Entering Trips	
Shopping Center	422	20%	8%	35	13	19	10	18	28	390	20%	16%	61	Shopping Center
Supermarket	249	20%	8%	20					6	258	20%	16%	41	Supermarket
Health / Fitness Club	59	20%	8%	5	2	2		1	4	77	20%	16%	12	Health / Fitness Club
Gasoline / Service Station with Convenience Market	140	20%	8%	11	6	4	1		8	140	20%	16%	22	Gasoline / Service Station with Convenience Market
					Entering									
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market						
Balanced														
Exiting														
Shopping Center					13	19	8	18						
Supermarket					2	2	3	5						
Health / Fitness Club					2	2		1						
Gasoline / Service Station with Convenience Market					6	4	1							
					22	25	12	23						

					Time Period: Daily													
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market										
Exiting Trips		Total	Unconstrained Percentage						Unconstrained Percentage		Entering Trips							
		Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand					
Shopping Center		4,558	30%	24%	1091	373	508	2556	9092	328	446	112	400	4,558	28%	21%	958	Shopping Center
Supermarket		2,566	30%	24%	614	75	75	46	165	66	37	46	165	2,566	28%	21%	539	Supermarket
Health / Fitness Club		647	30%	24%	155	8	8	2	2	66	37	46	165	647	28%	21%	136	Health / Fitness Club
Gasoline / Service Station with Convenience Market		2,300	30%	24%	551	26	14	2	2	284	160	40	33	2,300	28%	21%	484	Gasoline / Service Station with Convenience Market
					Entering													
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market										
Balanced					677	643	199	598										
Exiting					328	446	112	400										
Shopping Center					328	446	112	400	958									
Supermarket					66	37	46	165	539									
Health / Fitness Club					284	160	40	33	136									
Gasoline / Service Station with Convenience Market					677	643	199	598	484									
					Time Period: Saturday Peak Hour													
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market										
Exiting Trips		Total	Unconstrained Percentage						Unconstrained Percentage		Entering Trips							
		Total	Total	Adjusted	Demand	Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market	Total	Total	Adjusted	Demand					
Shopping Center		563	30%	25%	140	54	82	16	44	54	82	16	44	610	28%	23%	142	Shopping Center
Supermarket		316	30%	25%	79	6	3	2	2	6	3	2	2	329	28%	23%	76	Supermarket
Health / Fitness Club		60	30%	25%	15	6	3	2	2	6	3	2	2	49	28%	23%	11	Health / Fitness Club
Gasoline / Service Station with Convenience Market		168	30%	25%	42	23	13	2	2	23	13	2	2	168	28%	23%	39	Gasoline / Service Station with Convenience Market
					Entering													
					Shopping Center	Supermarket	Health / Fitness Club	Gasoline / Service Station with Convenience Market										
Balanced					84	99	22	62										
Exiting					82	16	44	142										
Shopping Center					54	82	16	44	142									
Supermarket					6	3	2	2	75									
Health / Fitness Club					23	13	2	2	11									
Gasoline / Service Station with Convenience Market					84	99	22	62	39									

QUEUING ANALYSIS

Model 4: Multiple servers with infinite waiting room

Curtis Park Village Fuel Center		Number in System	Probability	Cumulative
82 Customers Per Hour		0	0.11%	0.11%
		1	0.74%	0.84%
		2	2.51%	3.36%
		3	5.73%	9.09%
		4	9.79%	18.87%
		5	13.37%	32.25%
Model 4 (M/M/s Queue):		6	15.23%	47.48%
Multiple servers, Infinite population, Poisson arrival, FCFS, Exponential service time, Unlimited waiting room		7	14.87%	62.35%
Yellow cells need user input values		8	12.70%	75.05%
Inputs		9	9.64%	84.69%
Unit of time	hour	10	6.59%	91.28%
Arrival rate (lambda)	82 customers per hour	11	4.09%	95.37%
Service rate (mu)	12 customers per hour	12	2.33%	97.70%
Number of identical servers (s)	16 servers	13	1.23%	98.93%
Outputs		14	0.60%	99.52%
Direct outputs from inputs		15	0.27%	99.80%
Mean time between arrivals	0.012 hour	16	0.12%	99.91%
Mean time per service	0.083333333 hour	17	0.05%	99.96%
Traffic intensity	0.427083333	18	0.02%	99.98%
Summary measures		19	0.01%	99.99%
Average utilization rate of server	42.7%	20	0.00%	100.00%
Average number of customers waiting in line (Lq)	0.00151 customers	21	0.00%	100.00%
Average number of customers in system (L)	6.83485 customers	22	0.00%	100.00%
Average time waiting in line (Wq)	0.00002 hour	23	0.00%	100.00%
Average time in system (W)	0.08335 hour	24	0.00%	100.00%
Probability of no customers in system (P0)	0.00108 (this is the probability of empty system)	25	0.00%	100.00%
Probability that all servers are busy	0.2% (this is also the "percentage who wait in queue")	26	0.00%	100.00%
Probability that at least one server is idle	99.8% (this is also the "percentage who don't wait in queue")	27	0.00%	100.00%
Distribution of number of customers in system		28	0.00%	100.00%
n (customers)	P(n in system)	29	0.00%	100.00%
2	0.025148	30	0.00%	100.00%
Distribution of time in queue		31	0.00%	100.00%
t (time in queue)	P(wait > t)	32	0.00%	100.00%
0.333333333	0.000000	33	0.00%	100.00%
		34	0.00%	100.00%
		35	0.00%	100.00%
		36	0.00%	100.00%
		37	0.00%	100.00%
		38	0.00%	100.00%
		39	0.00%	100.00%
		40	0.00%	100.00%
		41	0.00%	100.00%
		42	0.00%	100.00%
		43	0.00%	100.00%
		44	0.00%	100.00%
		45	0.00%	100.00%
		46	0.00%	100.00%
		47	0.00%	100.00%
		48	0.00%	100.00%
		49	0.00%	100.00%
		50	0.00%	100.00%

Model 4: Multiple servers with infinite waiting room

Curtis Park Village Fuel Center		Number in System	Probability	Cumulative
108 Customers Per Hour		0	0.01%	0.01%
		1	0.11%	0.12%
		2	0.50%	0.62%
		3	1.50%	2.12%
		4	3.36%	5.48%
		5	6.05%	11.54%
		6	9.08%	20.62%
Model 4 (M/M/s Queue):		7	11.68%	32.29%
Multiple servers, Infinite population, Poisson arrival, FCFS, Exponential service time, Unlimited waiting room		8	13.14%	45.43%
Yellow cells need user input values		9	13.14%	58.57%
Inputs		10	11.82%	70.39%
Unit of time	hour	11	9.67%	80.06%
Arrival rate (lambda)	108 customers per hour	12	7.26%	87.32%
Service rate (mu)	12 customers per hour	13	5.02%	92.34%
Number of identical servers (s)	16 servers	14	3.23%	95.57%
Outputs		15	1.94%	97.51%
Direct outputs from inputs		16	1.09%	98.60%
Mean time between arrivals	0.009 hour	17	0.61%	99.21%
Mean time per service	0.083333333 hour	18	0.34%	99.56%
Traffic intensity	0.5625	19	0.19%	99.75%
Summary measures		20	0.11%	99.86%
Average utilization rate of server	56.3%	21	0.06%	99.92%
Average number of customers waiting in line (Lq)	0.03203 customers	22	0.03%	99.96%
Average number of customers in system (L)	9.03203 customers	23	0.02%	99.98%
Average time waiting in line (Wq)	0.00030 hour	24	0.01%	99.99%
Average time in system (W)	0.08363 hour	25	0.01%	99.99%
Probability of no customers in system (P0)	0.00012 (this is the probability of empty system)	26	0.00%	100.00%
Probability that all servers are busy	2.5% (this is also the "percentage who wait in queue")	27	0.00%	100.00%
Probability that at least one server is idle	97.5% (this is also the "percentage who don't wait in queue")	28	0.00%	100.00%
Distribution of number of customers in system		29	0.00%	100.00%
n (customers)	P(n in system)	30	0.00%	100.00%
2	0.004983	31	0.00%	100.00%
Distribution of time in queue		32	0.00%	100.00%
t (time in queue)	P(wait > t)	33	0.00%	100.00%
0.333333333	0.000000	34	0.00%	100.00%
		35	0.00%	100.00%
		36	0.00%	100.00%
		37	0.00%	100.00%
		38	0.00%	100.00%
		39	0.00%	100.00%
		40	0.00%	100.00%
		41	0.00%	100.00%
		42	0.00%	100.00%
		43	0.00%	100.00%
		44	0.00%	100.00%
		45	0.00%	100.00%
		46	0.00%	100.00%
		47	0.00%	100.00%
		48	0.00%	100.00%
		49	0.00%	100.00%
		50	0.00%	100.00%

Model 4: Multiple servers with infinite waiting room

Curtis Park Village Fuel Center 130 Customers Per Hour			Number in System	Probability	Cumulative
			0	0.00%	0.00%
			1	0.02%	0.02%
			2	0.11%	0.14%
			3	0.41%	0.55%
			4	1.11%	1.65%
			5	2.40%	4.06%
			6	4.34%	8.40%
			7	6.71%	15.11%
			8	9.09%	24.20%
			9	10.94%	35.14%
			10	11.86%	47.00%
			11	11.68%	58.68%
			12	10.54%	69.22%
			13	8.78%	78.00%
			14	6.80%	84.80%
			15	4.91%	89.71%
			16	3.32%	93.03%
			17	2.25%	95.28%
			18	1.52%	96.80%
			19	1.03%	97.84%
			20	0.70%	98.54%
			21	0.47%	99.01%
			22	0.32%	99.33%
			23	0.22%	99.55%
			24	0.15%	99.69%
			25	0.10%	99.79%
			26	0.07%	99.86%
			27	0.05%	99.90%
			28	0.03%	99.94%
			29	0.02%	99.96%
			30	0.01%	99.97%
			31	0.01%	99.98%
			32	0.01%	99.99%
			33	0.00%	99.99%
			34	0.00%	99.99%
			35	0.00%	100.00%
			36	0.00%	100.00%
			37	0.00%	100.00%
			38	0.00%	100.00%
			39	0.00%	100.00%
			40	0.00%	100.00%
			41	0.00%	100.00%
			42	0.00%	100.00%
			43	0.00%	100.00%
			44	0.00%	100.00%
			45	0.00%	100.00%
			46	0.00%	100.00%
			47	0.00%	100.00%
			48	0.00%	100.00%
			49	0.00%	100.00%
			50	0.00%	100.00%
Model 4 (M/M/s Queue):					
Multiple servers, Infinite population, Poisson arrival, FCFS, Exponential service time, Unlimited waiting room					
Yellow cells need user input values					
Inputs					
Unit of time	hour		10	11.86%	47.00%
Arrival rate (lambda)	130 customers per hour		11	11.68%	58.68%
Service rate (mu)	12 customers per hour		12	10.54%	69.22%
Number of identical servers (s)	16 servers		13	8.78%	78.00%
			14	6.80%	84.80%
Outputs					
Direct outputs from inputs					
Mean time between arrivals	0.008 hour		16	3.32%	93.03%
Mean time per service	0.083333333 hour		17	2.25%	95.28%
Traffic intensity	0.677083333		18	1.52%	96.80%
			19	1.03%	97.84%
			20	0.70%	98.54%
Summary measures					
Average utilization rate of server	67.7%		21	0.47%	99.01%
Average number of customers waiting in line (Lq)	0.21582 customers		22	0.32%	99.33%
Average number of customers in system (L)	11.04916 customers		23	0.22%	99.55%
Average time waiting in line (Wq)	0.00166 hour		24	0.15%	99.69%
Average time in system (W)	0.08499 hour		25	0.10%	99.79%
Probability of no customers in system (P0)	0.00002 (this is the probability of empty system)		26	0.07%	99.86%
Probability that all servers are busy	10.3% (this is also the "percentage who wait in queue")		27	0.05%	99.90%
Probability that at least one server is idle	89.7% (this is also the "percentage who don't wait in queue")		28	0.03%	99.94%
			29	0.02%	99.96%
			30	0.01%	99.97%
Distribution of number of customers in system					
n (customers)	P(n in system)		31	0.01%	99.98%
2	0.001134		32	0.01%	99.99%
			33	0.00%	99.99%
			34	0.00%	99.99%
Distribution of time in queue					
t (time in queue)	P(wait > t)		35	0.00%	100.00%
0.333333333	0.000000		36	0.00%	100.00%
			37	0.00%	100.00%
			38	0.00%	100.00%
			39	0.00%	100.00%
			40	0.00%	100.00%
			41	0.00%	100.00%
			42	0.00%	100.00%
			43	0.00%	100.00%
			44	0.00%	100.00%
			45	0.00%	100.00%
			46	0.00%	100.00%
			47	0.00%	100.00%
			48	0.00%	100.00%
			49	0.00%	100.00%
			50	0.00%	100.00%

Model 4: Multiple servers with infinite waiting room

Curtis Park Village Fuel Center		Number in System	Probability	Cumulative
140 Customers Per Hour		0	0.00%	0.00%
		1	0.01%	0.01%
		2	0.06%	0.07%
		3	0.22%	0.28%
		4	0.63%	0.92%
		5	1.48%	2.39%
		6	2.87%	5.26%
Model 4 (M/M/s Queue):		7	4.79%	10.05%
Multiple servers, Infinite population, Poisson arrival, FCFS, Exponential service time, Unlimited waiting room		8	6.98%	17.03%
Yellow cells need user input values		9	9.05%	26.08%
Inputs		10	10.56%	36.63%
Unit of time	hour	11	11.20%	47.83%
Arrival rate (lambda)	140 customers per hour	12	10.88%	58.71%
Service rate (mu)	12 customers per hour	13	9.77%	68.48%
Number of identical servers (s)	16 servers	14	8.14%	76.62%
Outputs		15	6.33%	82.95%
Direct outputs from inputs		16	4.62%	87.57%
Mean time between arrivals	0.007 hour	17	3.37%	90.94%
Mean time per service	0.083333333 hour	18	2.45%	93.39%
Traffic intensity	0.729166667	19	1.79%	95.18%
Summary measures		20	1.31%	96.49%
Average utilization rate of server	72.9%	21	0.95%	97.44%
Average number of customers waiting in line (Lq)	0.45892 customers	22	0.69%	98.13%
Average number of customers in system (L)	12.12559 customers	23	0.51%	98.64%
Average time waiting in line (Wq)	0.00328 hour	24	0.37%	99.01%
Average time in system (W)	0.08661 hour	25	0.27%	99.28%
Probability of no customers in system (P0)	0.00001 (this is the probability of empty system)	26	0.20%	99.47%
Probability that all servers are busy	17.0% (this is also the "percentage who wait in queue")	27	0.14%	99.61%
Probability that at least one server is idle	83.0% (this is also the "percentage who don't wait in queue")	28	0.10%	99.72%
Distribution of number of customers in system		29	0.08%	99.80%
n (customers)	P(n in system)	30	0.06%	99.85%
2	0.000558	31	0.04%	99.89%
Distribution of time in queue		32	0.03%	99.92%
t (time in queue)	P(wait > t)	33	0.02%	99.94%
0.333333333	0.000000	34	0.02%	99.96%
		35	0.01%	99.97%
		36	0.01%	99.98%
		37	0.01%	99.98%
		38	0.00%	99.99%
		39	0.00%	99.99%
		40	0.00%	99.99%
		41	0.00%	100.00%
		42	0.00%	100.00%
		43	0.00%	100.00%
		44	0.00%	100.00%
		45	0.00%	100.00%
		46	0.00%	100.00%
		47	0.00%	100.00%
		48	0.00%	100.00%
		49	0.00%	100.00%
		50	0.00%	100.00%

Model 4: Multiple servers with infinite waiting room

Curtis Park Village Fuel Center		Number in System	Probability	Cumulative
168 Customers Per Hour		0	0.00%	0.00%
		1	0.00%	0.00%
		2	0.01%	0.01%
		3	0.03%	0.03%
		4	0.10%	0.13%
		5	0.27%	0.41%
Model 4 (M/M/s Queue):		6	0.64%	1.04%
Multiple servers, Infinite population, Poisson arrival, FCFS, Exponential service time, Unlimited waiting room		7	1.28%	2.32%
Yellow cells need user input values		8	2.23%	4.56%
Inputs		9	3.48%	8.03%
Unit of time	hour	10	4.87%	12.90%
Arrival rate (lambda)	168 customers per hour	11	6.19%	19.09%
Service rate (mu)	12 customers per hour	12	7.23%	26.32%
Number of identical servers (s)	16 servers	13	7.78%	34.10%
Outputs		14	7.78%	41.89%
Direct outputs from inputs		15	7.26%	49.15%
Mean time between arrivals	0.006 hour	16	6.36%	55.51%
Mean time per service	0.0833333333 hour	17	5.56%	61.07%
Traffic intensity	0.875	18	4.87%	65.94%
Summary measures		19	4.26%	70.19%
Average utilization rate of server	87.5%	20	3.73%	73.92%
Average number of customers waiting in line (Lq)	3.55938 customers	21	3.26%	77.18%
Average number of customers in system (L)	17.55938 customers	22	2.85%	80.03%
Average time waiting in line (Wq)	0.02119 hour	23	2.50%	82.53%
Average time in system (W)	0.10452 hour	24	2.18%	84.71%
Probability of no customers in system (P0)	0.00000 (this is the probability of empty system)	25	1.91%	86.62%
Probability that all servers are busy	50.8% (this is also the "percentage who wait in queue")	26	1.67%	88.30%
Probability that at least one server is idle	49.2% (this is also the "percentage who don't wait in queue")	27	1.46%	89.76%
Distribution of number of customers in system		28	1.28%	91.04%
n (customers)	P(n in system)	29	1.12%	92.16%
2	0.000060	30	0.98%	93.14%
Distribution of time in queue		31	0.86%	94.00%
t (time in queue)	P(wait > t)	32	0.75%	94.75%
0.3333333333	0.000171	33	0.66%	95.40%
		34	0.57%	95.98%
		35	0.50%	96.48%
		36	0.44%	96.92%
		37	0.38%	97.31%
		38	0.34%	97.64%
		39	0.29%	97.94%
		40	0.26%	98.20%
		41	0.23%	98.42%
		42	0.20%	98.62%
		43	0.17%	98.79%
		44	0.15%	98.94%
		45	0.13%	99.07%
		46	0.12%	99.19%
		47	0.10%	99.29%
		48	0.09%	99.38%
		49	0.08%	99.46%
		50	0.07%	99.53%

**ATTACHMENT D
RESOLUTION**

RESOLUTION NO. 2010-174

Adopted by the Sacramento City Council

April 1, 2010

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE CURTIS PARK VILLAGE PROJECT (P04-109)

BACKGROUND

- A. On February 25, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Curtis Park Village Project.
- B. On April 1, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C)(2)(a, b, and c) (publication, posting, and mail (500 feet) and received and considered evidence concerning the Curtis Park Village Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council finds that the Environmental Impact Report for Curtis Park Village Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

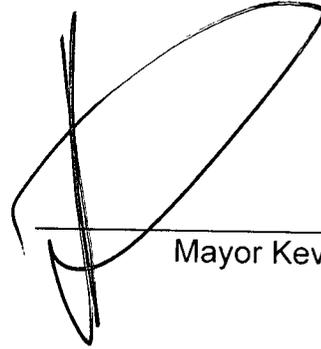
Adopted by the City of Sacramento City Council on April 1, 2010 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.



Mayor Kevin Johnson

Attest:

for Dawn Bullwinkel
Shirley Concolino, City Clerk