



DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1251 I STREET
SACRAMENTO, CA

June 4, 1991

ADMINISTRATION
ROOM 300
9581 1-2987
916-449-5571

Transportation and Community Development Committee
Sacramento, California

ECONOMIC DEVELOPMENT
ROOM 300
9581 1-2987
916-449-1223

Honorable Members In Session:

NUISANCE ABATEMENT
ROOM 301
9581 1-3982
916-449-5918

- SUBJECT: 1. North Natomas Community Plan Amendment To Reduce The Width Of
 A Portion Of East Loop Road From Six To Four Lanes
2. Environmental Recommendation

SUMMARY

This City initiated request is to amend the North Natomas Community Plan to reduce the width of East Loop Road from the proposed six lane roadway to four lanes between Stadium Boulevard (a.k.a. North Market Boulevard) and Arco Arena Boulevard in North Natomas.

BACKGROUND

The original roadway width requirements were established in the North Natomas Community Plan (NNCP) and Draft Environmental Impact Report (DEIR) by projecting future average daily traffic (ADT) based on land uses assumed for the North Natomas area. The NNCP and DEIR identified East Loop Road from Truxel to Market for improvement to six lanes at buildout of the North Natomas Area.

In an environmental review for the North Natomas Freeway Improvement Transportation Element (1988), traffic and circulation for the North Natomas area were re-evaluated. The traffic analysis refined the traffic projections of the 1985 NNCP EIR with more complete information regarding the access that parcels would have to the proposed street system. The purpose of this analysis was to establish more detailed traffic projections for design of the proposed roadway system, including new interchanges. According to the traffic division of the public works department, (see Attachment A) the analysis and resulting alternatives (to reduce road width from six to four lanes) are consistent with assumed future land uses and circulation systems of the General Plan and for both the North and South Natomas Community Plans.

STAFF ANALYSIS

The results of North Natomas Freeway Improvement environmental study pointed to the need for a community wide amendment to roadway standards as designated in the NNCP. This amendment for a portion of East Loop Road is being requested to allow the construction of a roadway section necessary to provide service to a previously approved industrial/warehouse project (Coke/Raley, P90-157). Future development projects will not be approved until a more comprehensive study is conducted.

In addition the amendment is also consistent with the North Natomas Settlement Agreement which requires that "...the Council and the City shall not design and approve roadway, drainage, and water supply infrastructure to serve the North Natomas (City) area with a capacity greater than that required to serve the lands south of the proposed Elkhorn and County land use plans for lands North of the proposed Elkhorn/Del Paso Canal alignment..".

FINANCIAL DATA

Amending the Community Plan to allow for a reduction in road width will not result in a direct financial impact to the City.

POLICY CONSIDERATIONS

The proposed amendment is technical in nature and does not significantly change the nature or integrity of the original plan. The amendment is consistent with assumed future land uses and circulation systems of the General Plan and Community Plans for the North Natomas and South Natomas areas.

MBE/WBE IMPACTS

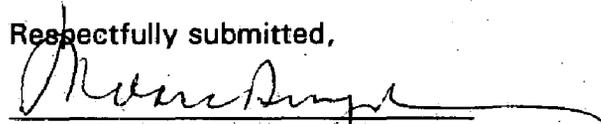
There are no MBE/WBE impacts associated with this item.

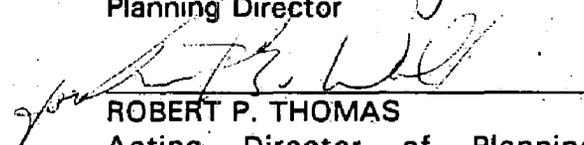
RECOMMENDATION

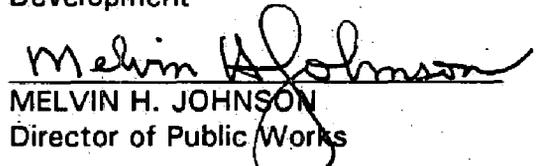
Staff recommends that the Committee take the following actions:

1. Recommend that the City Council ratify the attached proposed Negative Declaration
2. Recommend that the City Council adopt the attached resolution to amend the North Natomas Community Plan to reduce the number of lanes on East Loop Road from six to four on the portion of road between Stadium Boulevard (a.k.a. North Market Boulevard) and Arco Arena Boulevard in North Natomas.

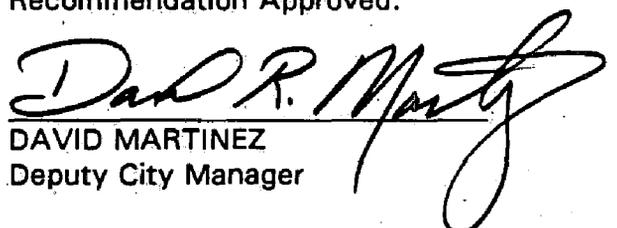
Respectfully submitted,


MARTY VAN DUYN
Planning Director


ROBERT P. THOMAS
Acting Director of Planning and
Development


MELVIN H. JOHNSON
Director of Public Works

Recommendation Approved:


DAVID MARTINEZ
Deputy City Manager

June 4, 1991
District No. 1

Contact Persons:

Marty Van Duyn, Planning Director
(916) 449-5381

Bob Lee, Deputy Director of Public Works
(916) 449-5283

MVD:vr
AG/JM/jm:ELOOPRD.TCD

Attachments

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION AMENDING NORTH NATOMAS COMMUNITY PLAN TO REDUCE THE WIDTH OF EAST LOOP ROAD FROM THE PROPOSED SIX LANE ROADWAY TO FOUR LANES BETWEEN STADIUM BOULEVARD AND ARCO ARENA BOULEVARD AS DESCRIBED IN THE ATTACHED EXHIBIT (M91-020)

WHEREAS, the City Council conducted a public hearing on _____ concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The refined traffic projections show substantial reductions in traffic for the subject section of road;
2. The subject section of road is suitable for a width of four lanes and is compatible with surrounding uses;
3. The proposal is consistent with assumed future land uses and circulation systems of the General Plan and North Natomas Community Plan;
4. The proposal is consistent with the policies of the City's General Plan and North Natomas Community Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sacramento that the section of East Loop Road as described on the attached Exhibit in the City of Sacramento is hereby designated on the North Natomas Community Plan for a four lane road width.

ATTEST:

CITY CLERK

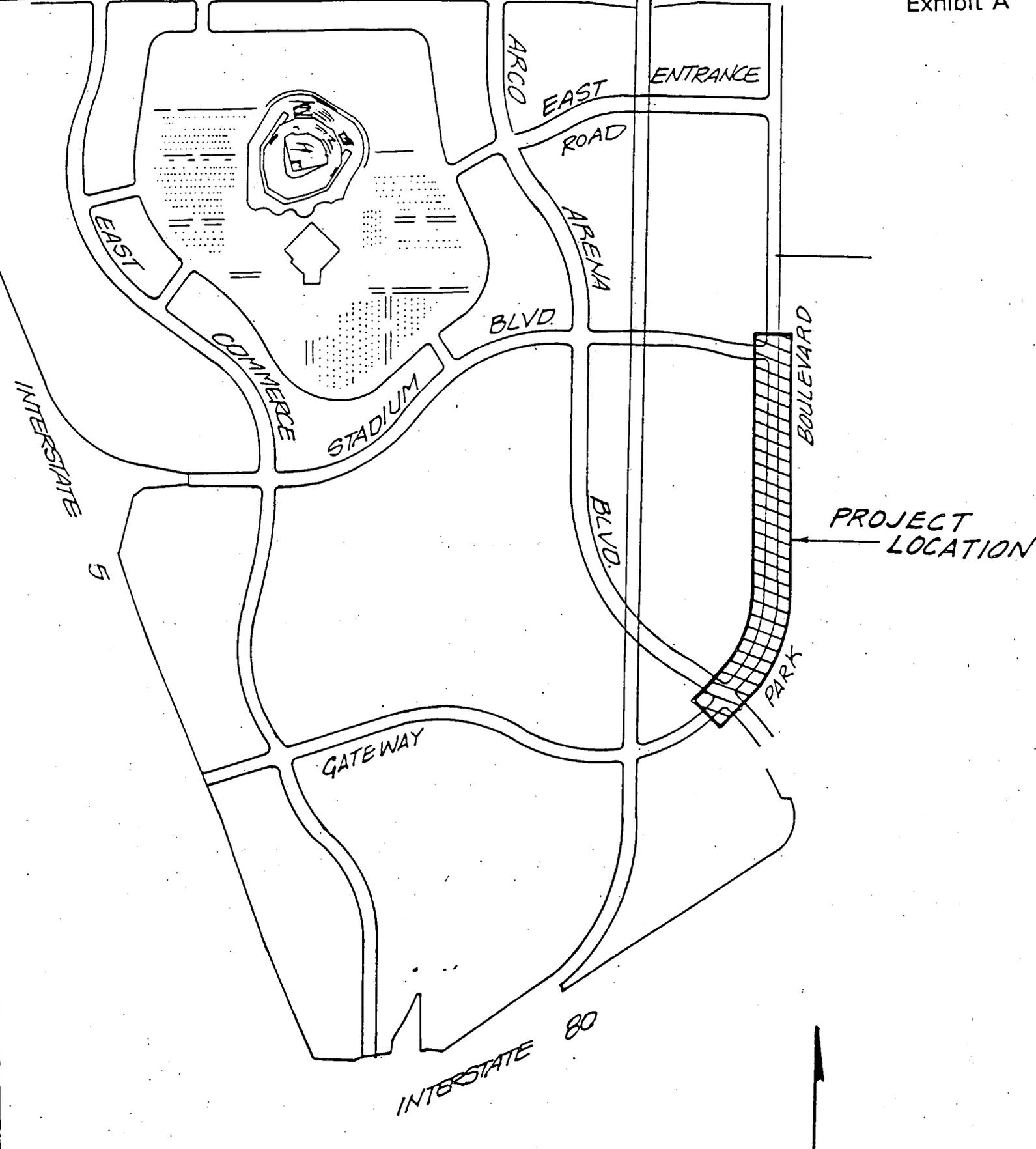
MAYOR

P91-020

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



LOCATION MAP
SCALE 1" = 1000'

RECEIVED

FEB 21 1991

ENVIRONMENTAL SERVICES

DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA1025 J STREET
SUITE 200
SACRAMENTO, CA
95814-2819916-449-5307
FAX 916-448-8450

February 21, 1991

M E M O R A N D U M

To: Carol Branan, Environmental Services

From: Marilyn Kuntemeyer, Supervising Engineer *Marilyn K.*Subject: Roadway Width Requirements for Loop Road in North Natomas

In reviewing the July, 1985, North Natomas Community Plan (NNCP) Draft Environmental Impact Report (DEIR), Volume 1, specific roadway width requirements were established by projecting future average daily traffic (ADT) based on the land uses assumed for the North Natomas area. The DEIR identified East Loop Road from Truxel to Market for improvement to six lanes at buildout of the North Natomas Area.

Traffic and circulation issues were re-evaluated by the City in the environmental review for the North Natomas Freeway Improvements. The results of the traffic study for this environmental review were documented in the April 18, 1988, North Natomas Freeway Improvement Transportation Element. From page 44 of this report (Attachment 1), study Alternatives 5 and 7 are presented under a cumulative scenario. These alternatives are consistent with assumed future land uses and circulation systems of the General Plan and Community Plans for the North Natomas and South Natomas areas.

The 1988 traffic analysis refined the traffic projections that were completed for the 1985 NNCP EIR based on more complete information as to how parcels would access the proposed street system. The purpose of this analysis was to establish more detailed traffic projections for design of the proposed roadway system including the new interchanges proposed at Truxel/I-80 and North Market/I-5. These refined traffic projections show substantial reductions in forecasts for Loop Road from Truxel (Arco Arena Boulevard) and North Market.

Carol Branan
February 21, 1991
Page 2

The projections completed in 1985 predicted projected traffic on Loop Road (Truxel to Market) to be in the range of 34,000 - 41,000 vehicles per day at buildout of the NNCP area. The revised projections established in 1988 based on more complete information show projected traffic to be approximately 15,200 - 17,600 vehicles per day.

Table 42 (Attachment 2), Lane Recommendations and Projected Levels of Service (LOS) for Alternative 7, recommends four lanes for East Loop Road from North Market Boulevard to Truxel Road instead of the proposed six from the NNCP. Based on the projected volumes for this roadway, this segment of roadway will operate at a LOS A with the recommended four lanes. This Transportation Element was one of the background studies for documentation of the Negative Declaration certified by the City Council for the North Natomas Freeway Improvements in January, 1990.

We believe that this provides sufficient documentation for the recommendation of the Public Works Department that Loop Road from Truxel Road (Arco Arena) to North Market be constructed as a 4-lane facility. No additional study should be needed for environmental review of the roadway design submitted to Environmental Services for this section of Loop Road.

If you have any questions, please call me at 449-5307.

Attachments

PC:ap

PC1-28.L

cc: Robert L. Lee, Deputy Director of Public Works
Terry Moore, Supervising Engineer
Diana Parker, Environmental Services
Dave Cullivan, Senior Engineer
Fran Halbakken, Senior Engineer
John Presleigh, Associate Engineer
Pelle Clarke, Junior Engineer

Alternative 2 - No Project. This alternative is identical to Alternative 1, however, the Truxel Road overcrossing of I-80 is not included.

Alternative 3 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus 1988 SNCP with the proposed project and a Truxel Road bridge crossing the American River. The bridge is assumed to extend south across the river, connecting to North Fifth Street and then crossing the Southern Pacific Railroad yard as an elevated structure and connecting to Seventh and Eighth Streets as one-way couplets.

Alternative 4 - Proposed Project. This alternative is identical to Alternative 3 with the exception of reductions in peak hour traffic by 20 percent to account for implementation of successful TSM programs in North and South Natomas. No other TSM, beyond the levels presently occurring, would be assumed in the rest of the City or region.

Alternative 5 - Proposed Project. This alternative is consistent with Alternative 4, however, no Truxel Bridge over the American River is included in the roadway network.

Alternative 6 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus the 1988 SNCP plus the Expanded Cumulative Scenario (ECS) for the rest of the City and region. No Truxel Road bridge over the American River or TSM is included. The ECS is described in detail in the SGPU FEIR and the SNCP SEIR.

Alternative 7 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus the 1988 SNCP without the Truxel Road bridge over the American River and without TSM.

E. TRAFFIC IMPACT ANALYSIS

Introduction

This section presents the future traffic impacts associated with the seven land development/roadway network alternatives described in the preceding section. Impacts have been identified on a peak hour basis for intersections and freeway system components and on a daily basis for surface streets. Traffic volumes were assumed to create an adverse impact at locations where the service levels worsened to "D" and "E", respectively, for non-freeway and freeway components.

ATTACHMENT 2
TABLE 42, CONT.
LANE RECOMMENDATIONS AND PROJECTED LOS
- SURFACE STREETS -
(Alternative 7)

STREET AND LOCATION	PROPOSED LANES	RECOMMENDED LANES	W/RECOMM.	
			LANES V/C	LOS
<u>NORTH LOOP ROAD</u>				
Del Paso Rd. - East Commerce Blvd.	4	4	0.64	B
East Commerce Blvd. - Truxel Rd.	4	4	0.59	A
Truxel Rd. - Northgate Blvd.	6	4	0.56	A
<u>EAST LOOP ROAD</u>				
North Loop Rd. - Del Paso Rd.	6	6	0.75	C
Del Paso Rd. - North Market Blvd.	6	4 ²	0.75	C
North market - Truxel Rd.	6	4 ²	0.51	A
<u>SOUTH LOOP ROAD</u>				
Truxel Rd. - East Commerce Blvd.	6	4 ²	0.56	A
East Commerce Blvd. - West Commerce Blvd.	4	2 ²	0.44	A
West Commerce Blvd. - El Centro Rd.	4	2 ²	0.20	A
<u>GARDEN HIGHWAY</u>				
Power Line Rd. - San Juan Rd.	2	2	0.12	A
San Juan Rd. - Orchard Lane	2	2	0.18	A
Orchard Lane - Gateway Oaks Dr.	2	2	0.61	B
Gateway Oaks Dr. - I-5	4	6	0.58	A
I-5 - Truxel Rd.	4	4	0.71	C
Truxel Rd. - Northgate Blvd.	4	6	0.65	B
<u>SAN JUAN ROAD</u>				
Garden Hwy. - El Centro Rd.	4	2 ²	0.08	A
El Centro Rd. - West Commerce Blvd.	4	2 ²	0.58	A
W Commerce Blvd. - E Commerce Blvd.	4	2 ²	0.30	A
East Commerce Blvd. - Azevedo Dr.	4	4	0.41	A
Azevedo Dr. - Truxel Rd.	4	4	0.62	B
Truxel Rd. - Northgate Blvd.	4	4	0.55	A
Northgate Blvd. - Norwood Ave.	2	4	0.66	B

- 1 Number of lanes in accordance with the proposed North & South Natomas Community Plans.
- 2 Based on the projected volumes for this roadway, the additional proposed lanes are not required, or existing lanes provide adequate capacity.
- 3 Segments that cannot be mitigated using maximum design criteria.
- 4 Segments that cannot be mitigated without displacement of existing development.



DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA.
95814-2998

NEGATIVE DECLARATION

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

The Environmental Services Manager of the City of Sacramento, California, a municipal corporation, does prepare, make, declare, and publish this Negative Declaration for the following described project:

The City of Sacramento, Department of Planning and Development, Environmental Services Division, has reviewed the proposed project and has determined that the project, with mitigation measures, as identified in the attached Initial Study, as resolved, will not have a significant effect on the environment. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolutions 78-171) adopted by the City of Sacramento and pursuant to Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Environmental Services Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

By: Carol L. Berman



CITY OF SACRAMENTO

INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Planning Division, Environmental Section, 1231 I Street, Suite 300, Sacramento, CA 95814, (916)449-2037, pursuant to CEQA Guidelines Section 15063 (August 1, 1983).

File No. and/or Project Name: Gatunui Park Boulevard (E91-001)
 Applicant - Name: Sacramento Savings
 Address: 11051 Responce Road
Sacramento, CA 95815

Answer the following questions to determine if the proposed project may have potentially adverse significant impacts on the environment.

- | | <u>Yes or No</u> |
|---|------------------|
| 1. <u>Earth</u> . Will the proposal result in: | |
| a. Unstable earth conditions or in changes in geologic substructures? | <u>NO</u> |
| b. Disruptions, displacements, compaction or overcovering of the soil? | <u>YES</u> |
| c. Change in topography or ground surface relief features? | <u>NO</u> |
| d. The destruction, covering or modification of any unique geologic or physical features? | <u>NO</u> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <u>NO</u> |
| f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river, stream, bay, inlet or lake? | <u>NO</u> |
| g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards? | <u>NO</u> |
| 2. <u>Air</u> . Will the proposal result in: | |
| a. Substantial air emissions or deterioration of ambient air quality? | <u>NO</u> |
| b. The creation of objectionable odors? | <u>NO</u> |
| c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <u>NO</u> |
| 3. <u>Water</u> . Will the proposal result in: | |
| a. Changes in currents, or the course of direction movements, in either marine or fresh waters? | <u>NO</u> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <u>NO</u> |
| c. Alterations to the course of flow of flood waters? | <u>NO</u> |
| d. Change in the amount of surface water in any water body? | <u>NO</u> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <u>NO</u> |
| f. Alteration of the direction or rate of flow of ground waters? | <u>NO</u> |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <u>NO</u> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <u>NO</u> |
| i. Exposure of people or property to water related hazards such as flooding? | <u>YES</u> |
| 4. <u>Plant Life</u> . Will the proposal result in: | |
| a. Change in the diversity of species, or number of any species of plants? | <u>NO</u> |
| b. Reduction of the numbers of any unique, rare or endangered species of plants? | <u>NO</u> |
| c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | <u>NO</u> |
| d. Reduction in acreage of any agricultural crop? | <u>NO</u> |
| 5. <u>Animal Life</u> . Will the proposal result in: | |
| a. Change in the diversity of species, or number of any species of animals? | <u>NO</u> |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | <u>NO</u> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <u>NO</u> |
| d. Deterioration of existing fish or wildlife habitat? | <u>NO</u> |

Yes or No

- 6. Noise. Will the proposal result in:
 - a. Increases in existing noise levels? NO
 - b. Exposure of people to severe noise levels? NO

- 7. Light and Glare. Will the proposal produce new light or glare? NO

- 8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area? YES

- 9. Natural Resources. Will the proposal result in:
 - a. Increase in the rate of use of any natural resources? NO
 - b. Substantial depletion of any nonrenewable natural resource? NO

- 10. Risk of Upset. Does the proposal involve:
 - a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? NO
 - b. Possible interference with an emergency response plan or an emergency evacuation plan? NO

- 11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? NO

- 12. Housing. Will the proposal affect existing housing, or create a demand for additional housing? NO

- 13. Transportation/Circulation. Will the proposal result in:
 - a. Generation of substantial additional vehicular movement? NO
 - b. Effects on existing parking facilities, or demand for new parking? NO
 - c. Substantial impact upon existing transportation systems? NO
 - d. Alterations to present patterns of circulation or movement of people and/or goods? NO
 - e. Alterations to waterborne, rail or air traffic? NO
 - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? NO

- 14. Public Services. Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:
 - a. Fire protection? NO
 - b. Police protection? NO
 - c. Schools? NO
 - d. Parks or other recreational facilities? NO
 - e. Maintenance of public facilities, including roads? NO
 - f. Other governmental services? NO

- 15. Energy. Will the proposal result in:
 - a. Use of substantial amounts of fuel or energy? NO
 - b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy? NO

- 16. Utilities. Will the proposal result in a need for new system, or substantial alterations to the following utilities:
 - a. Power or natural gas? NO
 - b. Communications systems? NO
 - c. Water? NO
 - d. Sewer or septic tanks? NO
 - e. Storm water drainage? NO
 - f. Solid waste and disposal? NO

Yes or No

- 17. Human Health. Will the proposal result in:
 - a. Creation of any health hazard or potential health hazard (excluding mental health)? NO
 - b. Exposure of people to potential health hazards? NO
- 18. Aesthetics. Will the proposal result in the obstruction of any scenic or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? NO
- 19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? NO
- 20. Cultural Resources.
 - a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? NO
 - b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? NO
 - c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? NO
 - d. Will the proposal restrict existing religious or sacred uses within the potential impact area? NO
- 21. Mandatory Findings of Significance.
 - a. Does the project have the potential to degrade the quality to the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? NO
 - b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) NO
 - c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) NO
 - d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly? NO

MITIGATION MEASURES

- None required.
- The following mitigation measures shall become conditions of approval for the subject proposal:

See Attachment A:

*Animal Life
 Land Use
 Transportation
 Cultural Resources*

CONCLUSION

The proposed project will not have a significant adverse effect on the environment for the following reasons:

1. Will have only temporary or short-term construction impacts such as dust and equipment emissions, noise and truck traffic.
2. Will not generate a significant amount of additional vehicles, noise or emission levels.
3. Will not affect rare or endangered species of animal or plant, or habitat of such species.
4. Will not eliminate important examples of major periods of California history or prehistory.
5. Will not result in a significant effect on air, water quality or ambient noise levels for adjoining areas.
6. Will not be subjected to floodplains or major geologic hazards.
7. Will not have a substantial aesthetic affect.
8. Will not breach any published national, State or local standards relating to solid waste.
9. Will not involve the possibility of contaminating public water supply or adversely affect groundwater.
10. Will not result in or add to a violation of the waste discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board.
11. Will not occur to the disadvantage of long-term environmental goals.
12. Will not result in the adverse cumulative impacts.
13. Will not result in adverse growth inducing impacts.
14. Will not result in substantial adverse effects on human beings either directly or indirectly.
15. Will not be in conflict with the City's General and Community Plans.

REFERENCES

Sacramento City General Plan and EIR, 1988	Sacramento City Zoning Ordinance, July 1987
South Sacramento Community Plan and EIR, 1986	Renaissance Tower EIR, 1986
North Natomas Community Plan and EIR, 1986	Laguna Creek Floodplain Study and EIR, 1985
South Natomas Community Plan and EIR, 1987	Creekside Oaks and Gateway Centre EIR, 1984
Airport-Meadowview Community Plan and EIR, 1984	Delta Shores Village PUD EIR, 1983
North Sacramento Community Plan and EIR, 1984	Greenhaven Executive Office Park EIR, 1982
Sacramento South Pocket Specific Plan & EIR, 1977	Executive Airport Master Plan and EIR, 1981
Sacto. Central City Comprehensive Plan & EIR, 1977	Sacto. City Amer River Pkwy Plan & Neg. Dec. 1985
Downtown Redevelopment Plan Update & EIR, 1985	Northgate Station EIR, 1986
	Willow Creek EIR, 1985

- o At the Crossroads, A Report on California Endangered and Rare Fish and Wildlife. California Resources Agency and Department of Fish and Game, 1972
- o Soils of Sacramento County, California. Walter Weir, Division of Soils, U.C. Berkeley, 1960
- o Fifteenth Progress Report on Trip Ends Generation Research Counts. CalTrans 1983.
- o Native Oaks: Our Valley Heritage. Sacramento County Office of Education, 1976.
- o The applicant's environmental questionnaire and submitted plans are considered part of this Initial Study.

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on this case because the mitigation measures described in this Initial Study has been added to the project: **A NEGATIVE DECLARATION WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

DATE: April 22, 1991

SIGNATURE: Raula Mattali

PREPARED BY: _____

PHONE: (916) 449-2037

**ATTACHMENT A
DISCUSSION OF INITIAL STUDY
GATEWAY PARK BOULEVARD**

PROJECT INFORMATION

Project Name: Gateway Park Boulevard

Entitlement Requested:

1. **North Natomas Community Plan Amendment** to reduce East Loop Road from the proposed six lane arterial to four lanes between Stadium Boulevard and Arco Arena Boulevard and a street name change to Gateway Park Boulevard.

Project Location:

The project site is located within the North Natomas Community Plan area east of Interstate 5 and west of Northgate Boulevard (see Exhibit 1). The proposed Gateway Park Boulevard extends south from Stadium Boulevard to Arco Arena Boulevard, and a typical cross section is 110 feet.

Project Description:

The proposal is for the development of an arterial extending from Stadium Boulevard to the north to Arco Arena Boulevard to the south. The road development will include underground improvements such as sanitary sewer, stormwater drainage and watermain extensions. In addition, the above ground improvements will include a median strip (subject to landscaping at a future date), and signals at the intersections of Loop Road and Arco Arena Boulevard, Loop Road and Stadium Boulevard, and within Loop Road (approximately 1,400 feet north of Arco Arena Boulevard). This application requests a street name change from East Loop Road to Gateway Park Boulevard. The applicants for the Coral Business Center which is located immediately west of the proposed road, will finance an additional signal approximately 1,000 feet south of Stadium Boulevard to provide controlled ingress/egress to and from the site.

Exhibit 2 shows a typical cross section of the proposed roadway. The overall proposed width of the road system is 110 feet with expanded intersections, while the road cross-slope will be approximately 2 percent. In addition, the median will be raised and also have a 2 percent cross-slope. Standard gutters and sidewalks will also be included in the road system.

Other Environmental Documents:

Other environmental documents that are incorporated into this document include:

- 1) Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR).
- 2) North Natomas Community Plan Draft Environmental Impact Report (NNCP DEIR).
- 3) Coral Business Center Negative Declaration (P90-157).
- 4) Finding of No Significant Impact (FONSI) for Air Quality and Freeway Improvements for North Natomas (Federal Highway Administration 1990)

ENVIRONMENTAL EFFECTS

Earth.

The soil and geology underlying the site of the proposed Gateway Park Boulevard are described as Sailboat-Scribner-Cosumnes and Holocene Floodplain Deposits, respectively. The Sailboat-Scribner-Cosumnes soil is characteristically very deep and somewhat poorly drained soil that has a seasonal high water table. This soil type within the City is protected by levees (SGPU DEIR, T5). The Holocene Floodplain Deposits represent the depositional regime of the area immediately prior to streamflow and drainage changes brought about within the last 135 years. Floodplain deposits are unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento Rivers. These deposits are moderately to highly permeable.

The proposed project will necessitate lime treating of the surface soil to prevent cracking and splitting of the roadway. All treatments of the substrate will meet City road development standards and will be overseen by the City to assure that the integrity of the road remains intact.

NORTH NATOMAS IMPACT.

The proposed project is not expected to result in a significant geology or soils impact.

SOUTH NATOMAS IMPACT.

The proposed project is not expected to result in a significant geology or soils impact.

Air.

General

The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (Z6). The document states that federal air quality standards for Ozone and Carbon Monoxide (CO) are being exceeded several times per year in Sacramento County.

Ozone is a secondary pollutant produced over time by a complicated series of chemical reactions involving nitric oxide, nitrogen dioxide, various organic compounds, ultraviolet light, and normal components of the atmosphere. Ozone problems have been identified as the cumulative result of regional development patterns, rather than the result of a few incrementally significant emission sources (SGPU DEIR - Z9). Carbon Monoxide is primarily a winter period pollution problem. The SGPU DEIR states that motor vehicle emissions are the dominant source of CO in most areas (Z17). The document further states that CO problems are usually localized, often the result of a combination of high traffic volumes and significant traffic congestion (Z17).

Vehicles associated with development in North Natomas will produce those emissions that contribute to regional ozone and localized CO air quality impacts. Traffic originating within the NNCP area produced one (1) percent of the City generated traffic emissions in 1986, and is expected to generate 10.5 percent at SGPU buildout (Z16, Z61). The highest predicted worst case 8-hour average CO concentrations are in the range of 7-15 ppm at the intersection of I-5 and I-80. The highest predicted worst case 1-hour average CO concentrations are in the range of 10-22 ppm at the same location (Z68). The federal and state standards for CO are as follows:

Carbon Monoxide

<u>Federal</u>	<u>State</u>	<u>PPM</u>
8-hour	8-hour	9
1-hour		35
	1-hour	20

The SGPU DEIR states that mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards; therefore, unavoidable significant impacts are expected in this area (Z69). These significant adverse impacts were overridden with the adoption of the 1986-2006 SGPU.

Traffic-related emission increases associated with buildout of the NNCP area would contribute to the adverse ozone conditions in the Sacramento Region. This represents an unavoidable significant adverse cumulative impact (Z70). In addition, mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards within the SNCP area (Z70). Therefore, unavoidable significant CO adverse impacts are expected in the community (SGPU DEIR - Z70).

Development of Gateway Park Boulevard will not in-and-of-itself contribute to further air quality degradation. However, road development will provide vehicular access to those parcels that are currently inaccessible to vehicles. Therefore, development of Gateway Park Boulevard will generate secondary air quality impacts.

That segment of Gateway Park Boulevard that is proposed for development under this application will serve one development currently approved by the City Council (Coral Business Center). The air quality impacts associated with the Coral Business Center Development, have been assessed and taken into consideration within that Negative Declaration (Negative Declaration #P90-157 is incorporated into this document by reference). Other developments that would utilize this segment of Gateway Park Boulevard will be assessed on a project by project basis at the time of application review. Since all projects in North Natomas require discretionary entitlements, environmental review of each will be undertaken.

NORTH NATOMAS IMPACT.

As stated above, the project itself will not result in those emissions that contribute to regional and local air quality impacts. Rather, the access provided to undeveloped parcels will result in urban land uses that do contribute to air quality problems. Those parcels will be reviewed on a project-by-project basis to assure that mitigation measures identified in the North Natomas Community Plan DEIR are implemented; therefore, the development of Gateway Park Boulevard will have a less-than-significant impact on air quality.

SOUTH NATOMAS IMPACT.

As stated above, development will be reviewed on a project-by-project basis to assure that air quality impacts will be minimized in the South Natomas Community. A less-than-significant project impact is expected on the South Natomas Community.

Water.

A99 Flood Zone

The proposed project is located in an area of the City determined to have less than 100-year flood protection. Implementation of the project will therefore expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the City Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-

year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development.

NORTH NATOMAS IMPACT.

The flood threat to the road itself is not considered a significant impact. However, the development that will result from access provided by the road may have a significant impact. Those projects will be evaluated as planning entitlements are requested from the City.

SOUTH NATOMAS IMPACT.

The project is not considered to have a significant water impact on the South Natomas Community Plan area.

AE Flood Zone.

In addition to being within the A99 flood zone generally, the project lies specifically within the AE Flood Zone. The AE Flood Zone is defined as an area of special flood hazard with water surface elevations defined. The base flood elevation for this project is 11.0 feet. This flood hazard results due to the sites proximity with the East Drainage Canal to the west.

NORTH NATOMAS IMPACT.

The flood threat to the road itself is not considered a significant impact. However, the development that will result from access provided by the road may have a significant impact. Those projects will be evaluated as planning entitlements are requested from the City.

SOUTH NATOMAS IMPACT.

The project is not considered to have a significant water impact on the South Natomas Community Plan area.

Plant Life.

The information provided in this section is from a site report submitted by EIP Associates for the Coral Business Center proposal located to the west (P90-157).

Botanical Community

Fresh Emergent Wetland. This habitat is present as a long narrow strip within the entire length of the north-south drainage canal abutting the eastern border of the property. This canal is approximately 3,300 feet long, and approximately 15.5 feet wide north of the east-west canal. There are scattered Gooding willows (*Salix goodingii*) and Fremont cottonwoods along this canal, which range from approximately 12 to 40 feet in height. There are also patches of himalaya berry along the northern 1500 feet of this canal. The himalaya berry becomes a nearly continuous broad hedge along both sides of the southern 1,800 feet of the canal. As is the case with the Riparian Habitat, the Fresh Emergent Wetland is believed to be the result of abandoned agricultural practices.

Jurisdictional Wetlands. Biologists from EIP Associates collected and reviewed collateral data on the location of potential "waters of the U.S." (including wetlands). The data included the U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) map, the USDA Soil Conservation Service soils map, the U.S. Geological Survey topographic map, and an aerial photograph of the site. Following the Unified Federal Method for wetland delineation, a field survey of the site was conducted on February 5 and February 8, 1990. This included the digging of soil test pits along the banks of the canals in areas which contained plants that are considered to be wetland indicators by the U.S. Fish and Wildlife Service.

The EIP biologists determined that there were probably no jurisdictional waters of the U.S. or wetlands on the Coral Business Center site. This was confirmed by biologist Lou Cadwell of the U.S. Army Corps of Engineers in June 1990. The Corps' determination was that the habitat, located in an abandoned agricultural canal, was most likely artificially maintained by backed-up water from the East Drainage Canal (Cadwell, pers. comm.). Therefore, a Nationwide Permit from the Corps is not needed.

NORTH NATOMAS IMPACT.

The project will eliminate the site habitat. This habitat, a product from past land disturbance, does provide foraging habitat for wildlife (see Animal Section) but would not be considered prime habitat examples. The impact is considered less-than-significant.

SOUTH NATOMAS IMPACT.

The proposed project will not impact any natural plant communities in the South Natomas Community. Therefore, a less-than-significant plant life impact is expected in the South Natomas Community.

Special Status Plants

A botanical survey of the Coral Business Center site by EIP Associates revealed those species identified in Exhibit 3. The study indicated that the plant diversity of the fallow fields and agricultural ditches on the project site is low compared to the diversity of the valley grassland, marsh, and riparian habitats which existed in North Natomas previous to the conversion of most of the land to agriculture. It was indicated that the majority of the species found on the property were introduced weeds and grasses which commonly dominated disturbed sites such as fallow fields and drainage banks.

Based on field surveys, data search, and literature searches, it was determined by biologists from EIP Associates that there was potential habitat for three special status species at the project site. These species were the California hibiscus (*Hibiscus californica*), Sanford's sagittaria (*Sagittaria sanfordii*), and the Delta tule pea (*Lathyrus jepsonii* ssp. *jepsonii*). All three species are associated with fresh emergent wetland and riparian habitats. A survey for these species was conducted by EIP biologist Julie Horenstein on July 3, 1990 who walked a zigzagging transect every thirty feet. The survey time coincided with the appropriate time for species identification (Exhibit 4). The results indicated no special status plant species.

NORTH NATOMAS IMPACT.

Based on the above results, the proposed project is not expected to significantly impact threatened, endangered, or botanical species of concern. A less-than-significant impact is expected.

SOUTH NATOMAS IMPACT.

Based on the above results, the proposed project is not expected to significantly impact threatened, endangered, or botanical species of concern in the South Natomas Community.

Animal Life.

Wildlife Habitat

Fresh Emergent Wetland. As stated in the Plant Life Section, this habitat is present as a long narrow strip within the entire length of the north-south drainage canal along the eastern border of the property. The canal is approximately 3,300 feet long, and approximately 15.5 feet wide north of the east-west canal, and approximately 8.5 feet wide south of the east-west canal. Wildlife species observed in this habitat at the site included the red-winged blackbird and the western meadowlark. In addition, fresh emergent wetland habitat is also suitable for the giant garter snake.

Special Status Animals

Giant Garter Snake. The giant garter snake is a legally protected species listed by the State as Threatened, and federally as a Category 2 candidate species. The snake was not observed on the site during field surveys by EIP biologists; however, the Fresh Emergent Wetland habitat (see above) has been identified as appropriate giant garter snake habitat. There were two sightings of giant garter snakes within 1,000 feet of the property that were made in either 1986 or 1987 and two additional recorded sightings are within one mile of the property. According to John Brode, Associate Wildlife Biologist with the Inland Fisheries Division of the California Department of Fish and Game (DFG), North Natomas is known to have a relatively high concentration of this rare species, and it is appropriate to assume that the snake is present on properties which contain suitable habitat.

The original reported range of this snake was the San Joaquin Valley from the vicinity of Sacramento and Antioch southward to Buena Vista Lake, Kern County. The present known distribution extends from the vicinity of Gridley, Butte County, to the vicinity of Burrel, Fresno County. It is one of the most aquatic garter snakes and is usually found in areas of freshwater marsh and low-gradient streams, although it has adapted to human-made habitats such as drainage canals and irrigation ditches.

Direct Impacts. The East Drainage Canal is located along the west of the proposed roadway. Development may impact the giant garter snakes inhabiting the East Drainage Canal during hibernation. In addition, the agricultural ditches on-site which contain suitable giant garter snake habitat will need to be "phased-out" to assure a less-than-significant impact on snakes that may be on the property.

NORTH NATOMAS IMPACT NO. 1.

The schedule of development may disturb the hibernation period of the giant garter snake. This is considered a potentially significant direct impact.

SOUTH NATOMAS IMPACT NO. 2.

The disturbance of the giant garter snake hibernation periods in North Natomas will not create an impact on the South Natomas Community.

MITIGATION NO. 1.

Construction activities shall not take place within 30 feet of the East Drainage Canal from October 15 to April 15.

NORTH NATOMAS IMPACT NO. 2.

Development of the site may impact snakes that could be utilizing the habitat within the east-west and north-south agricultural ditches on-site. This is considered a potentially significant direct impact.

SOUTH NATOMAS IMPACT NO. 2.

The direct impact to giant garter snakes resulting from the above impact is not expected to have a significant impact on the South Natomas Community.

MITIGATION NO. 2.

Prior to grading, the applicant shall contact the Environmental Services Division who will, in turn, contact the Department of Fish and Game (Region 2). The ditches shall be drained several weeks or months before construction activities begin. Ditches shall be drained slowly, either by mechanical pumping or by diverting the water supply and allowing the water in the ditch to evaporate. The irrigation ditches would then be unsuitable for the giant garter snake and they would most likely move to other areas. The Department of Fish and Game (Region 2) will then conduct a brief survey for the giant garter snake and, if observed, will attempt to capture and relocate them to the nearest permanent source of water. This mitigation measure is expected to reduce the impact below a level of significance.

Cumulative Impacts. Mitigation measures for the loss of giant garter snake habitat due to urbanization have been developed for the entire community of North Natomas by the City of Sacramento. These mitigation measures are described in detail in the Draft Supplemental Environmental Impact Report for the North Natomas Drainage System (City of Sacramento, 1989). The primary objective of the mitigation plan is "to construct giant garter snake replacement habitat in areas (within North Natomas) where substantial populations of the snake are likely to remain viable." The implementation and monitoring of mitigation measures will be funded through such lawful fees, taxes or assessments imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts,

or other similar fair, equitable and appropriate mechanisms designed to address giant garter snake and foraging habitat mitigation.

NORTH NATOMAS IMPACT NO. 1.

Development of the proposed project will eliminate suitable habitat for the state listed giant garter snake. This is considered a potentially significant cumulative impact.

SOUTH NATOMAS IMPACT NO. 1.

The loss of giant garter snake habitat in the North Natomas area is not considered to create a significant impact on the South Natomas Community. Most of the South Natomas community is urbanized with little possibility of successful migration to the area.

MITIGATION NO. 1.

The applicant will agree to pay such lawful fees, taxes or assessments imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other fair, equitable, and appropriate mechanisms designed to address giant garter snake foraging habitat mitigation, and shall execute an agreement satisfactory to the City Attorney and suitable for recordation which obligates the applicant to pay development fees or assessments or taxes.

Noise.

The proposed project is expected to result in an increase in the existing noise levels around the project site. Construction activities would be a temporary noise source. Noise resulting from the use of the street would be an intermittent, long-term noise impact.

Currently, there are no sensitive noise receptors in the area surrounding the project site. At North Natomas Community Plan buildout, the land uses proposed around the site include Employee-Intensive uses, as well as Heavy Commercial/Warehouse, and Open Space (to be utilized for surface drainage purposes only).

NORTH NATOMAS IMPACT.

The vehicular traffic associated with the road development can be considered to be a secondary impact resulting from the development of parcels. This noise impact was evaluated in the North Natomas Community Plan DEIR. Mitigation for vehicle traffic noise impacts resulting from development in North Natomas will be analyzed per the City's SGPU Noise Element, as planning entitlements are requested. The project is not

expected to result in noise that is above that already identified. Therefore, a less-than-significant noise impact is expected.

SOUTH NATOMAS IMPACT.

The primary source of noise that is expected on the South Natomas area would be from vehicular traffic. It can be expected that a percentage of the vehicles would travel through the South Natomas Community especially during the peak commute hours. With the road system planned for the North Natomas Community, is expected that traffic will be adequately dispersed. Therefore, a less-than-significant impact is expected.

Light and Glare.

The street lighting for the proposed project includes dual lighting poles within the median strip, extended over the north and southbound lanes of Gateway Park Boulevard. The lights will be General Electric 200-watt luminaire, Model No. M400 R2 types. The lighting standards rise approximately 32 feet 9 inches from base elevation to the top of the bulb (Exhibit 5). The light will be projected towards the street surfaces. General lighting guidelines to be followed by the developer are in Exhibit 6.

NORTH NATOMAS IMPACT.

Additional lighting will result from the development of the proposed project; however, the lighting proposal will meet City standards which assure that a minimum of impact is experienced by surrounding developments as well as through traffic. A less-than-significant impact is expected.

SOUTH NATOMAS IMPACT.

Because the project is located in North Natomas, the project is expected to create a less-than-significant light/glare impact in South Natomas.

Land Use.

A significant physical impact is identified if it substantially changes the type, intensity of the project site and the character of neighboring land use. The respective environmental sections are referred to for mitigation measures if a significant environmental is identified (e.g., traffic section for significant traffic impacts.).

The site is identified in the North Natomas Community Plan as a facility to be designed as a six-lane, high volume facility with access limited to signalized intersections. The road is intended

to provide efficient, safe travel for large traffic volumes within and through the community (NNCP, 41). The proposed development of Gateway Park Boulevard will result in a four-lane road which is inconsistent with the NNCP.

The only physical environmental impact that will result from this inconsistency is transportation/circulation (see transportation/circulation section for mitigation). The inconsistency with regard to the proposed roadway width modification will also result in a Plan impact. This Plan impact is considered significant and is mitigated below.

NORTH NATOMAS IMPACT.

As stated above the overall road width is not consistent with the North Natomas Community Plan; therefore, a significant Plan impact will result.

SOUTH NATOMAS IMPACT.

This land use inconsistency with the North Natomas Community Plan is not expected to result in a significant impact on the South Natomas Community Plan area.

MITIGATION MEASURE.

1. If the proposed project is approved, a NNCP amendment for Loop Road will be required. The City Council shall approve a redesignation of Loop Road from a six lane arterial to a four lane arterial if the project is approved. This mitigation measure is expected to reduce the Plan impact to a less-than-significant level.

Natural Resources.

Future development of the site will result in the loss of those natural resources associated with the construction of facilities. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

NORTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant natural resource impact within the North Natomas Community.

SOUTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant resource impact in the South Natomas Community.

Risk of Upset.

The use of hazardous substances is not expected with the development of this project. According to the City's Public Works Department, typical roadway construction does not involve the use of toxic materials (see Exhibit 7). Should roadway construction materials be improperly handled it could result in limited environmental damages. However, the City's Department of Public Works has developed specifications requiring proper handling of these roadway materials (lime, fig ash, oils and asphalt), thereby, assuring a less-than-significant risk of upset impact. A secondary impact would be the development of those projects that may ultimately use this arterial for the transportation of hazardous materials. These uses will be reviewed on a project-by-project basis to identify the impact.

NORTH NATOMAS IMPACT.

As concluded in the above risk of upset analysis, the development of the proposed East Loop Road is expected to result in a less-than-significant risk-of-upset impact within the North Natomas Community.

SOUTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant risk-of-upset impact in the South Natomas Community.

Population/Housing.

The project will not alter the location, distribution of the human population in the North Natomas Community Plan. Nor will it affect existing housing or create a demand for additional housing. Therefore, no impacts to population or housing are expected to result from this development.

NORTH NATOMAS IMPACT.

The project is expected to have a less-than-significant population/housing impact in North Natomas.

SOUTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant population/housing impact in South Natomas.

Transportation/Circulation.

The Gateway Park Boulevard is a small segment of the proposed six-lane arterial that is expected to loop around the North Natomas Community Plan area (Exhibit 8). This looped arterial is identified in the North Natomas Community Plan as the *Loop Road*. The project will connect Market Boulevard in the north with Truxel Boulevard in the south. This extension will allow for development of some property in the south-eastern portion of the community. Specifically, this segment will allow for access to a currently proposed development to the west -the Coral Business Center (Exhibit 1).

Project Specific Segment. A typical half section of the Gateway Park Boulevard, from west to east will consist of: 1) five foot wide sidewalk at a 2 percent cross-slope, 2) a seven foot planter area, 3) a 27 foot wide pavement that will accommodate 2 vehicle lanes and one bike lane with a 2 percent cross-slope, 4) a 13 foot raised median with a 2 percent cross-slope (see Exhibit 2). In addition to the above, a left hand turn lane onto Arco Arena Boulevard will be provided as well as a left hand turn lane into the Coral Business Center and a left hand turn lane onto Stadium Boulevard. The current proposal for road width is 110 feet (typical roadway width). The raised median is broken at ingress/egress points to allow access.

Current plans call for the construction of the road to be phased, with the initial phase to be the construction of the west one-half and median only, allowing access to the Coral Business Center.

Full Development of Loop Road. The SGPU DEIR states that Loop Road will have a Level of Service (LOS) ranging between A and C at buildout. The table below defines the level of service used in this report:

LOS

INTERSECTION

A

Uncongested operations, all queues clear in a single-signal operation.

C

Light congestion, occasional backups on critical approaches.

The Transportation Division of the City's Public Works Department has identified LOS C as the threshold between a significant and insignificant traffic impact. The project will be that segment of the arterial that will experience a LOS C at buildout.

Loop Road Segment Traffic Analysis (Market Boulevard to Truxel Road)

The 1985 NNCP DEIR identified that segment of East Loop Road located between Market Boulevard to the north and Truxel Road to the south as a six-lane arterial. The roadway width requirements identified for North Natomas arterials was based on future average daily traffic (ADT) which results from assumed land uses. The functional classification of a six-lane arterial is a high-volume facility with access limited to signalized intersections.

A 1988 environmental review for the North Natomas Freeway Improvement Transportation Element re-evaluated traffic and circulation issues in this area. This updated traffic analysis refined the traffic projections of the 1985 NNCP EIR with more complete information as to how parcels would access the proposed street system. The purpose of this analysis was to establish more detailed traffic projections for design of the proposed roadway system including new interchanges. This document included analysis' that were consistent with assumed future land uses and circulation systems of the NNCP.

The results of the 1988 North Natomas Freeway Improvement Transportation Element reveal a significantly lower LOS for that segment of Loop Road between Market Boulevard and Truxel Road. The 1985 NNCP DEIR estimated that this segment of road would marginally exceed LOS C, while the 1988 study estimates LOS A for this segment. According to the 1988 study, the projected ADT for this segment would be 15,200 with a volume-to-capacity (V/C) percentage of 0.34. LOS A occurs when the V/C is between 0.00 and 0.60, while LOS C, which is the City's threshold for significant impact, exists with a V/C up to 0.80.

Table 1
Loop Road Roadway Segment LOS

	NNCP 1985 EIR AM/PM Peak hour LOS Projected Level	1988 North Natomas Freeway Improvement Transportation Study
Roadway LOS for Loop Road between Market Boulevard and Truxel Road.	LOS C	LOS A

As can be seen, the projected V/C for this segment of Loop Road is projected to be well below the threshold with 6-lanes developed. The 1988 study recommended that Loop Road between North Market and Truxel Road be reduced to 4-lanes (Transportation Element, pp. 150). This recommended road width would increase the V/C from 0.34 to 0.51 at buildout which is still LOS A and well within the threshold of LOS C.

There still would be an unacceptable LOS at the intersection of Truxel Road and Loop Road with or without the downsizing of the road width. The 1985 NNCP states that the Truxel and "East" Loop Road Intersection would experience an LOS F during the AM and PM peak hour, while the North Market Boulevard/"East" Loop Road Intersection would experience an LOS E/F at buildout. The 1988 study shows that the Truxel and Loop Road intersection would experience LOS C during the AM peak hour and LOS E during the PM peak hour. The Market Boulevard and Loop Road intersection would experience an LOS A during the AM peak hour and LOS C during the PM peak hour. The only unacceptable LOS that would result, given the 1988 traffic study, would be the Truxel and Loop Road intersection during the PM peak hour.

Table 2
Intersection Peak Hour LOS
1988

	1985 NNCP EIR	1988 North Natomas Freeway Improvement Transportation Study
Truxel Rd. and E. Loop Rd.		
AM Peak Hour	LOS F	LOS C
PM Peak Hour	LOS F	LOS E
No. Market Blvd. and East Loop Road Buildout		
AM Peak Hour	LOS E/F	LOS A
PM Peak Hour	LOS E/F	LOS C

As can be seen above, the Truxel Road and East Loop Road intersection which is still expected to operate at an unacceptable level during the PM peak hour. Downsizing of the proposed 6-lane arterial to a 4-lane arterial will also result in different access restrictions. The NNCP functional classification for a 4-lane arterial is an arterial controlled by traffic signals, that provide inter- and intra-community travel as well as access to local businesses and residential areas. Besides the downsizing, the other major difference between a 6-lane and 4-lane arterial is the direct access to businesses that would be allowed for the 4-lane arterial. Roadway and intersection LOS' are not expected to be affected as they are determined by the total traffic volumes and intersection design.

The proposed Light Rail extension into the NNCP area does not propose to utilize any of the Loop Road ROW. An issue associated with future bus service to the NNCP area concerns conflict with ingress/egress points. It is expected that bus service will be slowed to some extent due to the delay caused by traffic going into and out of business and residential developments that will front on Loop Road.

NORTH NATOMAS IMPACT.

The current development proposal for this segment of Loop Road is not designed for full six-lane road width per the NNCP specifications. However, the above analysis shows that this proposed downsizing would not exacerbate traffic congestion at full buildout of the NNCP. Parcels fronting on Loop Road that would provided ingress and egress from the road may interfere with bus service to this area resulting in service delays. However, this is considered a less than significant traffic impact. The following mitigation measure is recommended to reduce the magnitude of this bus service impact.

SOUTH NATOMAS IMPACT.

As is shown in the above traffic analysis, traffic impacts on the South Natomas Community Plan area resulting from the proposed project would be less than significant.

MITIGATION MEASURE.

Each development that proposes ingress and egress points onto Loop Road shall submit their designs to Regional Transit for review to assure that interference with future bus service is minimized. This shall be undertaken prior to project approval.

Utilities/Energy.

Water. The project proposes to extend dual twelve-inch water mains along the entire length of Gateway Park Boulevard. Generally, the water lines will be located approximately 34 feet from the centerline of the road, with two two-inch irrigation service and valves located within the median strip for landscaping. Existing "blow-off" valves will be removed at Arco Arena

Boulevard and Stadium Boulevard so that connections can be made to the 12-inch water lines (Exhibit 9). Exhibit 10 provides the general water guidelines to be followed by the developer.

Sewage. The project proposes to tie into the County Sanitation lines from the north. The trunk sewer line will provide tie-ins to service parcels that front on the proposed road and will extend to the County's regional sanitation plant. Plans for the sewer line will be required to receive a County permit prior to development.

Surface Drainage. Drainage facilities will also be provided as part of the road development.

NORTH NATOMAS IMPACT.

The proposal is consistent with infrastructure plans for the North Natomas area. The actual development will be consistent with the specific standards in place for water, sewer, storm drainage, and energy facilities. A less-than-significant impact is expected to result.

SOUTH NATOMAS IMPACT.

No significant water, sewer, storm drainage, or energy impacts are expected to result from implementation of the proposed plan.

Human Health.

The proposed project is not expected to result in the creation of health hazards, potential health hazards or expose people to potential health hazards.

NORTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant human health impact.

SOUTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant human health impact for the South Natomas Community.

Aesthetics.

The proposed project will eliminate trees along the existing north-south canal, and replace it with a paved road with light poles and signals at the intersections. The existing setting does provide the community with an aesthetic quality that will no longer be existing when the project is

implemented. A raised median is proposed along Gateway Park Boulevard; this median will be broken at ingress/egress access points. The City will landscape the raised median at a future date.

NORTH NATOMAS IMPACT.

The loss of the trees along the north-south canal is expected to be a less-than-significant impact on the North Natomas Community.

SOUTH NATOMAS IMPACT.

The loss of the trees along the north-south canal in the North Natomas is expected to be a less-than-significant impact on the South Natomas Community.

Recreation.

The project is proposed for a site that has been identified for roadways in the SGPU and SNCP. The proposal will not convert proposed park land sites, nor will it increase the intensity of the site that will result in a significant recreation impact.

NORTH NATOMAS IMPACT.

The proposed project is not expected to result in a significant recreational impact on the North Natomas Community.

SOUTH NATOMAS IMPACT.

The proposed project is not expected to result in a significant recreational impact on the South Natomas Community.

Cultural Resources.

In a letter dated January 18, 1990, the Far Western Anthropological Research Group, Incorporated indicated that the North Central Information Center records identified the project site as being previously surveyed for archaeological resources (Exhibit 11). The results were that no resources were noted; however, buried archaeological material, such as flakes, tools, groundstone, or human bone, could be present within project boundaries.

NORTH NATOMAS IMPACT.

The project is expected to have a less-than-significant impact on cultural resources. However, the following mitigation measure will help reduce the potential further.

SOUTH NATOMAS IMPACT.

The project is expected to result in a less-than-significant cultural resource impact on the South Natomas Community.

MITIGATION.

If buried archaeological material, such as flakes, tools, groundstone, or human bone are encountered during the course of construction, work in the immediate vicinity shall be temporarily halted until a qualified archaeologist is consulted.

I, David Bugatto, agree to amend the project application Gateway Park Boulevard, (E91-001) to incorporate the attached mitigation measures in the Initial Study dated April 22, 1991. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact on the above referenced project.

I also understand that the City of Sacramento is contemplating the adoption of a mitigation monitoring ordinance. I acknowledge that this project, (E91-001), would be subject to this ordinance at the time of its adoption and agree to abide by the provisions of such ordinance.

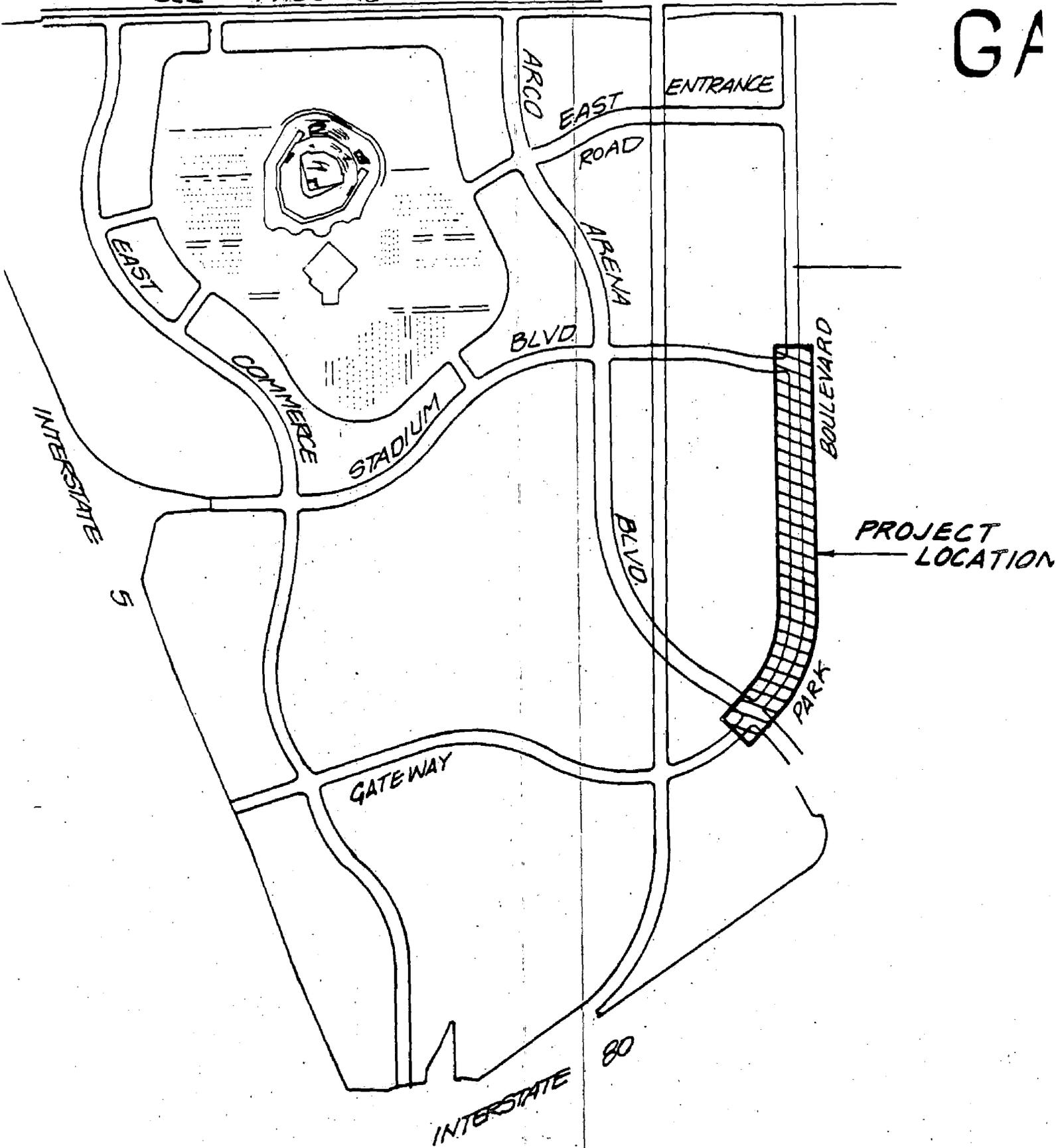
By: SACRAMENTO SAVINGS BANK

By: David Bugatto
Signature: DAVID J. BUGATTO
ITS: ASST. VICE PRESIDENT

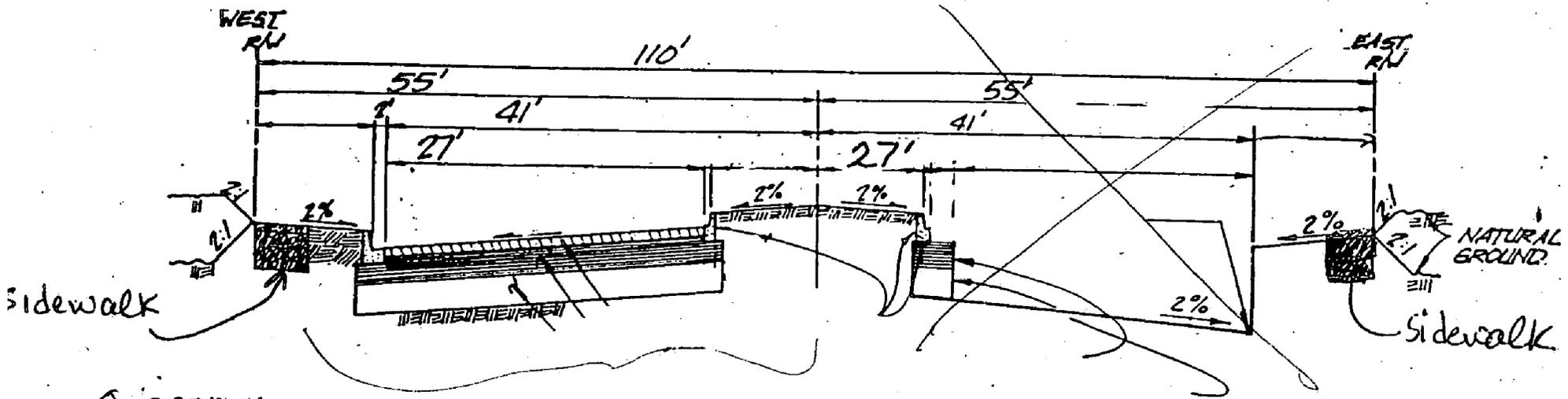
4-25-91
Date

DEL PASO RD

GA



LOCATION MAP
SCALE 1" = 1000'



Q: SIDEWALK
 INTERNAL
 WITH CURB
 + GUTTER
 WHERE
 WARRANTED
 BY SOIL
 CONDITIONS?
 WJS

TYPICAL ^{half} SECTION
GATEWAY PARK BOULEVARD
 NO SCALE

EXHIBIT 3

Plant Species Observed

<u>Scientific Name</u> ¹	<u>Common Name</u> ¹	<u>Growth Form</u> ²
* <i>Abutilon theophrasti</i>	Velvetleaf	AH
<i>Atriplex patula</i> ssp. <i>hastata</i>	Halberd-leaved orache	AH
* <i>Avena fatua</i>	Wild oat	AG
* <i>Brassica geniculata</i>	Short-podded mustard	BPH
* <i>Bromus diandrus</i>	Ripgut brome	AG
* <i>Bromus mollis</i>	Soft chess	ABG
* <i>Bromus willdenovii</i>	Rescue grass	ABG
* <i>Centaurea solstitialis</i>	Yellow star thistle	AH
* <i>Cichorium intybus</i>	Chicory	PH
* <i>Cirsium vulgare</i>	Bull thistle	AH
* <i>Citrus limon</i>	Lemon	T
<i>Convolvulus arvensis</i>	Wild morning-glory	PH
* <i>Cynodon dactylon</i>	Bermuda grass	PG
<i>Cyperus eragrostis</i>	Tall umbrella plant	PH
* <i>Echinochloa crusgalli</i>	Barnyard grass	AG
<i>Epilobium adenocaulon</i>	Northern willow herb	PH
* <i>Erodium cicutarium</i>	Redstem filaree	AH
* <i>Ficus carica</i>	Common fig	T
* <i>Hordeum murinum</i> ssp. <i>leporinum</i>	Hare barley	PG
* <i>Hypochoeris radicata</i>	Hairy cat's-ear	BH
<i>Juglans hindsii</i>	Black walnut	T
* <i>Lactuca serriola</i>	Prickly lettuce	BH
* <i>Lolium multiflorum</i>	Italian ryegrass	PH
* <i>Lotus corniculatus</i>	Bird's foot trefoil	PH
* <i>Malva parviflora</i>	Cheeseweed	AH
* <i>Medicago polymorpha</i>	Bur-clover	AH
* <i>Melilotus indica</i>	Indian sweetclover	AH
* <i>Phalaris canariensis</i>	Canary grass	AG
<i>Phalaris</i> sp.	Canary grass	-
* <i>Picris echioides</i>	Bristley oxtongue	BH
* <i>Polygonum aviculare</i>	Common knotweed	AH

<i>Populus fremontii</i>	Fremont's cottonwood	T
<i>Polygonum lapathifolium</i>	Willow smartweed	AH
* <i>Prunus armeniaca</i>	Apricot	T
* <i>Pyrus communis</i>	Pear	T
* <i>Prunus</i> sp.	Plum	T
* <i>Raphanus raphanistrum</i>	Yellow wild radish	AH
* <i>Rubus procerus</i>	Himalaya blackberry	PV
* <i>Rumex conglomeratus</i>	Clustered dock	PH
* <i>Rumex crispus</i>	Curly dock	PH
<i>Salix gooddingii</i>	Gooding willow	T
<i>Salix sessilifolia</i> [<i>S. hindsiana</i>]	Sandbar willow	S
<i>Sanicula bipinnata</i>	Snakeroot	PH
<i>Scirpus acutus</i>	Hard-stem bulrush	PH
* <i>Senecio vulgaris</i>	Common groundsel	AH
<i>Sida hederacea</i>	Alkali mallow	PH
* <i>Silybum marianum</i>	Milk thistle	AH
* <i>Sonchus asper</i>	Prickly sow thistle	AH
* <i>Sonchus oleraceus</i>	Common sow thistle	AH
* <i>Sorghum halepense</i>	Johnson grass	PG
* <i>Stellaria media</i>	Common chickweed	AH
<i>Typha latifolia</i>	Broad-leaf cattail	PH
* <i>Ulmus americana</i>	American elm	T
<i>Verbena hastata</i>	Blue vervain	PH
<i>Xanthium spinosum</i>	Spiny cockle bur	AH

• Introduced species

1 Scientific and common nomenclature follows: Abrams (1960), Munz (1968), and Reed (1988).

2 Growth Forms:

S	=	Shrub
T	=	Tree
AH	=	annual herbaceous plant (non-woody)
PH	=	perennial herbaceous plant
AG	=	annual grass
PG	=	perennial grass
ABG	=	annual/biennial grass
BPH	=	biennial/perennial herbaceous plant
ABH	=	annual/biennial herbaceous plant

EXHIBIT 4

Period of Identification for Special Status Species

Species	Status ^a			Known Habitat Associations	Period of Identification
	Federal	State	CNPS		
<u>Hibiscus californicus</u> California hibiscus	C2	--	1B	Freshwater marsh communities in still waters of rivers and backwaters such as sloughs, canals, oxbows, etc. Intolerant of heavy shade or saline water.	July-November
<u>Lathyrus jepsonii</u> subsp. <u>jepsonii</u> Delta tuia pea	C2	--	1B	Shaded or open riparian habitats above zone of high water or high tide, from 1 to over 50 feet above water level.	March-November
<u>Sagittaria sanfordii</u> Sanford's sagittaria	C2	--	3	Freshwater marshes associated with seasonally to perennially flooded sites with sandy to silty substrate.	Year-round

EXHIBIT 6

GENERAL NOTES :

1. ALL CONSTRUCTION MATERIALS & WORKMANSHIP SHALL CONFORM TO THE CITY OF SACRAMENTO STANDARD SPECIFICATIONS DATED: JUNE, 1989. THE CONTRACTOR SHALL OBTAIN AND USE ALL APPLICABLE ADDENDUMS.
2. THE CONTRACTOR SHALL BE IN RECEIPT OF CITY ACCEPTED PLANS PRIOR TO BEGINNING CONSTRUCTION WITHIN THE STREET RIGHT-OF-WAY. ACCEPTANCE OF PLANS BY THE CITY OF SACRAMENTO IS BASED ON THE ASSUMPTION THAT THE INFORMATION CONTAINED ON THE PLANS AND SUPPORTING DOCUMENTS IS CORRECT, AND DOES NOT SUBROGATE THE DESIGN ENGINEER'S RESPONSIBILITY FOR THIS PROJECT. ANY AND ALL ERRORS AND OMISSIONS ARE THE RESPONSIBILITY OF THE DESIGN ENGINEER.
3. RESPONSIBILITY FOR FINAL ACCEPTANCE OF LINE AND GRADE BY THE CITY OF SACRAMENTO WILL BE ASSUMED ONLY IF CONSTRUCTION STAKES ARE SET BY THE CITY SURVEY CREWS OR THEIR DESIGNATED REPRESENTATIVE. CITY WILL SET CONSTRUCTION STAKES ONLY IF SO INDICATED ON THE "NOTICE TO PROCEED" WITH CONSTRUCTION ISSUED FOR THIS PROJECT. CONTACT CITY OF SACRAMENTO CONSTRUCTION SECTION TWO (2) WORKING DAYS IN ADVANCE FOR CONSTRUCTION STAKES WITHIN PUBLIC RIGHT-OF-WAY.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES AND FOR THE PROTECTION OF AND REPAIR OF DAMAGE TO THEM. CONTACT UNDERGROUND SERVICE ALERT 1-800-642-2444, 48 HOURS BEFORE WORK IS TO BEGIN.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES AND CONTROL OF TRAFFIC WITHIN THE CONSTRUCTION AREA.
6. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE AND SEWER FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE NEW DRAINAGE AND SEWER IMPROVEMENTS ARE IN PLACE AND FUNCTIONING.
7. FOR ALL TRENCH EXCAVATIONS 5 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF INDUSTRIAL SAFETY (2422 ARDEN WAY, SUITE 55, SACRAMENTO - PHONE 920-6123) PRIOR TO BEGINNING ANY EXCAVATION. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
8. IF UNUSUAL AMOUNTS OF BONE, STONE, OR ARTIFACTS ARE UNCOVERED, WORK WITHIN 50 METERS OF THE AREA SHALL CEASE IMMEDIATELY AND A QUALIFIED ARCHAEOLOGIST SHALL BE CONSULTED TO DEVELOP, IF NECESSARY, FURTHER MITIGATION MEASURES TO REDUCE ANY ARCHAEOLOGICAL IMPACT TO A LESS THAN SIGNIFICANT EFFECT BEFORE CONSTRUCTION RESUMES IN THE AREA.
9. DO NOT INSTALL CONDUITS UNTILL ROAD SUBGRADE CONSTRUCTION HAS BEEN COMPLETED.



City of Sacramento
Department of Public Works
Development Services
927 10th Street, Room 100
Sacramento, California 95814-8210
Phone: (916) 449-8210
FAX: (916) 449-8678

Speed Letter

To: Environmental Services Date: April 11, 1991
Project No.: _____
Subject: Loop Road in North
Natomas

Attention: Laura Mattioli

Remarks: Normal road construction does not involve the use
of toxic materials. There are substances that could cause
limited damages if they are improperly handled, however
our specifications require careful handling of all such
materials (lime, fly ash, oils, etc).

Post-It™ brand fax transmittal memo 7671		# of pages > 1
To LAURA MATTEOLI	From	Jean Halbakke
Co. Environmental	Co.	DEVELOPMENT
Dept. 449-2037	Phone #	449-2194
Fax #	Fax #	

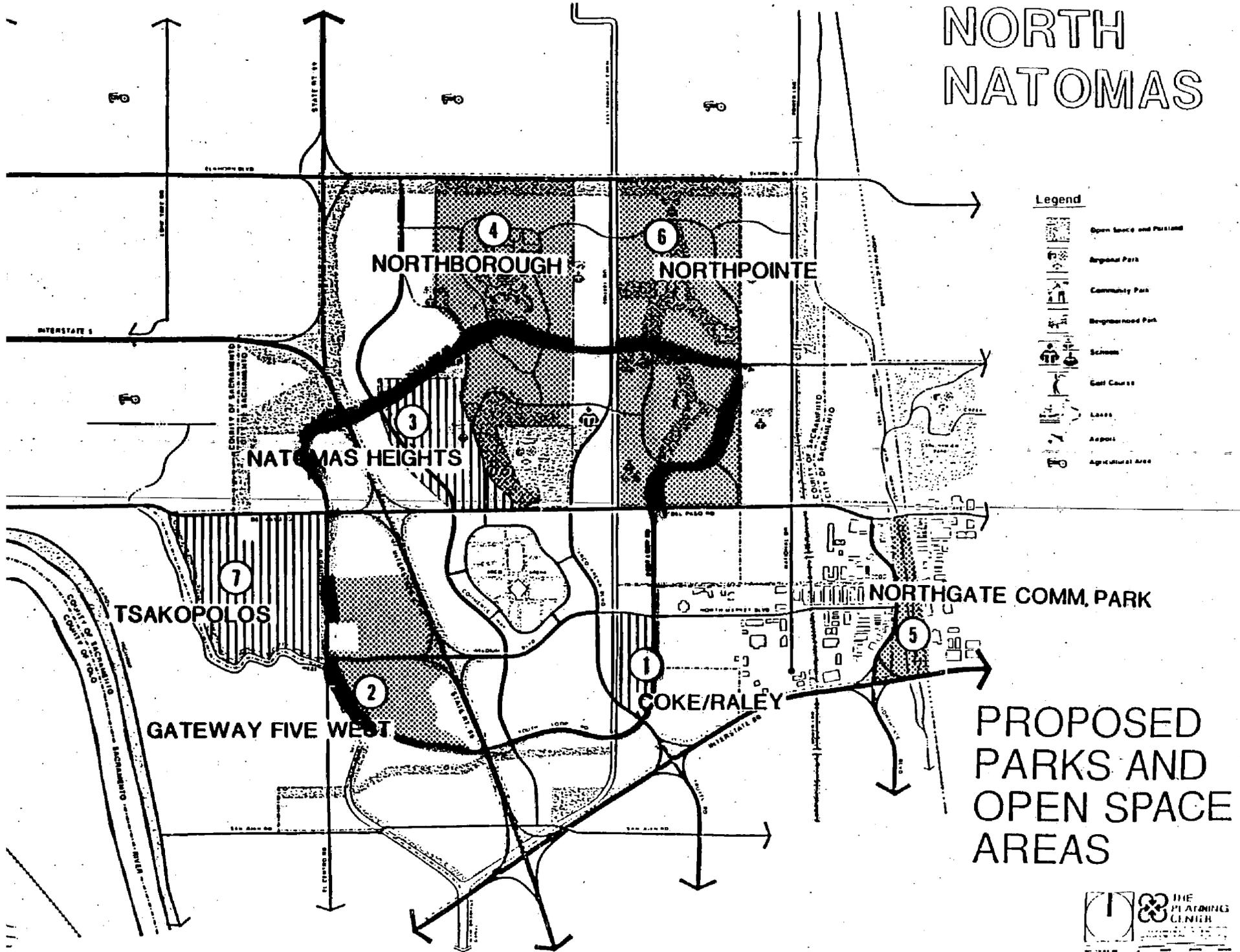
Please Reply

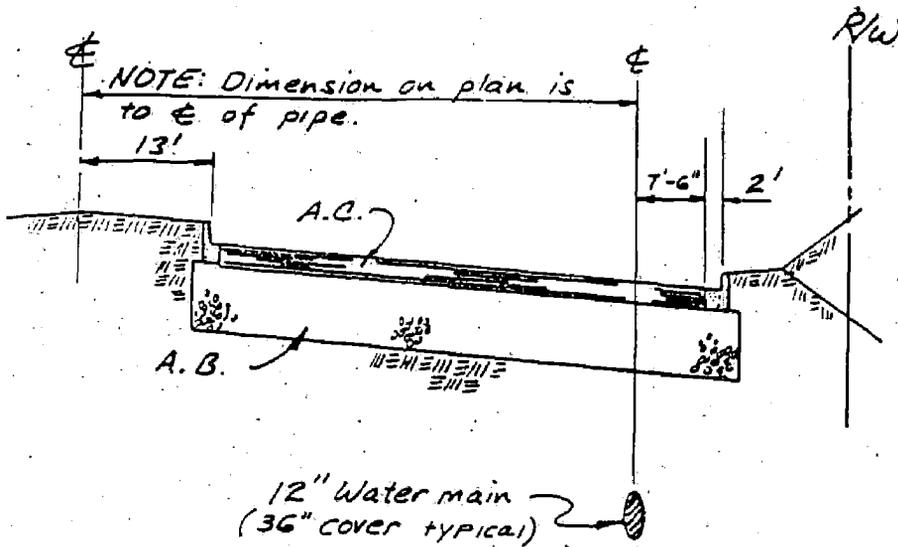
No Reply Necessary

Jean Lee Halbakke
Signed

2194
Phone Number

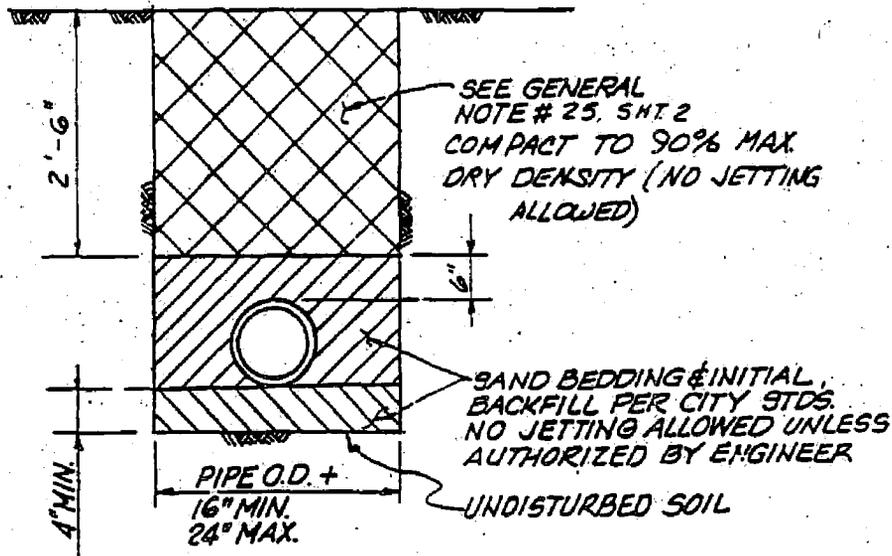
NORTH NATOMAS





TYPICAL SECTION

NO SCALE



TRENCH DETAIL

NO SCALE

WATER NOTES :

1. WATER MAINS, FITTINGS, GATE VALVES, FIRE HYDRANTS, AND WATER SERVICES SHALL CONFORM TO AND BE INSTALLED IN ACCORDANCE WITH THE CITY OF SACRAMENTO STANDARD SPECIFICATIONS, DATED JUNE 1989 AND ANY ADDENDUMS PREPARED AFTER JUNE 1989.
2. TO AVOID CONFLICTS, DETERMINE LOCATION OF PRESENT UNDERGROUND UTILITIES, CONDUITS, CABLES, WATER AND SEWER MAINS, GAS AND PETROLEUM PIPES, ETC., BEFORE DIGGING. NOTIFY UNDERGROUND SERVICE ALERT (USA). TOLL FREE 1-800-642-2444.
3. THE CONTRACTOR SHALL CONTACT THE CONSTRUCTION SECTION OF THE CITY OF SACRAMENTO ENGINEERING DIVISION AT 449-5510 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK FOR CONSTRUCTION SURVEYS AND THE SCHEDULING OF CONSTRUCTION INSPECTION.
4. WATER SERVICE TO BE INSTALLED NORTH & WEST OF SEWER SERVICE.
5. PRIOR TO BEGINNING ANY EXCAVATION AND TO AVOID CONFLICTS, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IN THE AREA OF THE PROPOSED WORK. SUCH EXISTING UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, ELECTRICAL OR TELEPHONE CONDUITS AND CABLES, GAS LINES, WATER MAINS, SEWER AND DRAIN LINES, CABLE TV, AND ETC.
6. A SOLID NO.10 BARE COPPER LOCATING WIRE SHALL BE PLACED WITH ALL PIPES FOR WATER DISTRIBUTION MAINS REGARDLESS OF MATERIAL TYPE.
7. EXISTING GATE VALVES, RISERS OR STANDPIPES, AND VALVE BOXES SHALL BE ABANDONED IN PLACE WHERE INDICATED ON THE PLANS. THE GATE VALVES SHALL BE LEFT IN THE CLOSED POSITION, THE RISER OR STANDPIPE REMOVED, AND THE VOID FILLED WITH CRUSHED ROCK OR CLASS 2 AGGREGATE BASE. EXISTING VALVE BOXES WITH BOTTOM FLANGES (SACRAMENTO OR NAPA TYPE) MAY BE REUSED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER. SACRAMENTO OR NAPA TYPE VALVE BOXES NOT REUSED BY THE CONTRACTOR SHALL BE RETURNED TO THE CITY CORPORATION YARD. OTHER TYPES OF VALVE BOXES BECOME THE PROPERTY OF AND SHALL BE DISPOSED BY THE CONTRACTOR.
8. THE CONTRACTOR SHALL PROVIDE ALL EXCAVATIONS FOR TAPS AND METER INSTALLATIONS. THE EXCAVATION TO BE ACCOMPLISHED IN A MANNER ACCEPTABLE TO THE ENGINEER. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL PIPE, FITTINGS AND VALVE BOXES AS REQUIRED. SURFACE RESTORATION WILL BE PROVIDED BY THE CONTRACTOR IN ACCORDANCE WITH CITY STANDARD SPECIFICATIONS.
9. SINCE THIS PROJECT IS NOT CONTIGUOUS TO EXISTING DEVELOPMENT, THE PROJECT OWNER SHALL BE RESPONSIBLE FOR REQUIRED OFF-SITE WATER MAIN EXTENSIONS AS DETERMINED BY ENGINEERING DIVISION IF THE ADJACENT PROJECTS HAVE NOT DEVELOPED AT TIME OF CONSTRUCTION.

PRELIMINARY**WATER LEGEND :**Existing
Fire Line

SENSITIVE CULTURAL RESOURCE AREAS

EXHIBIT

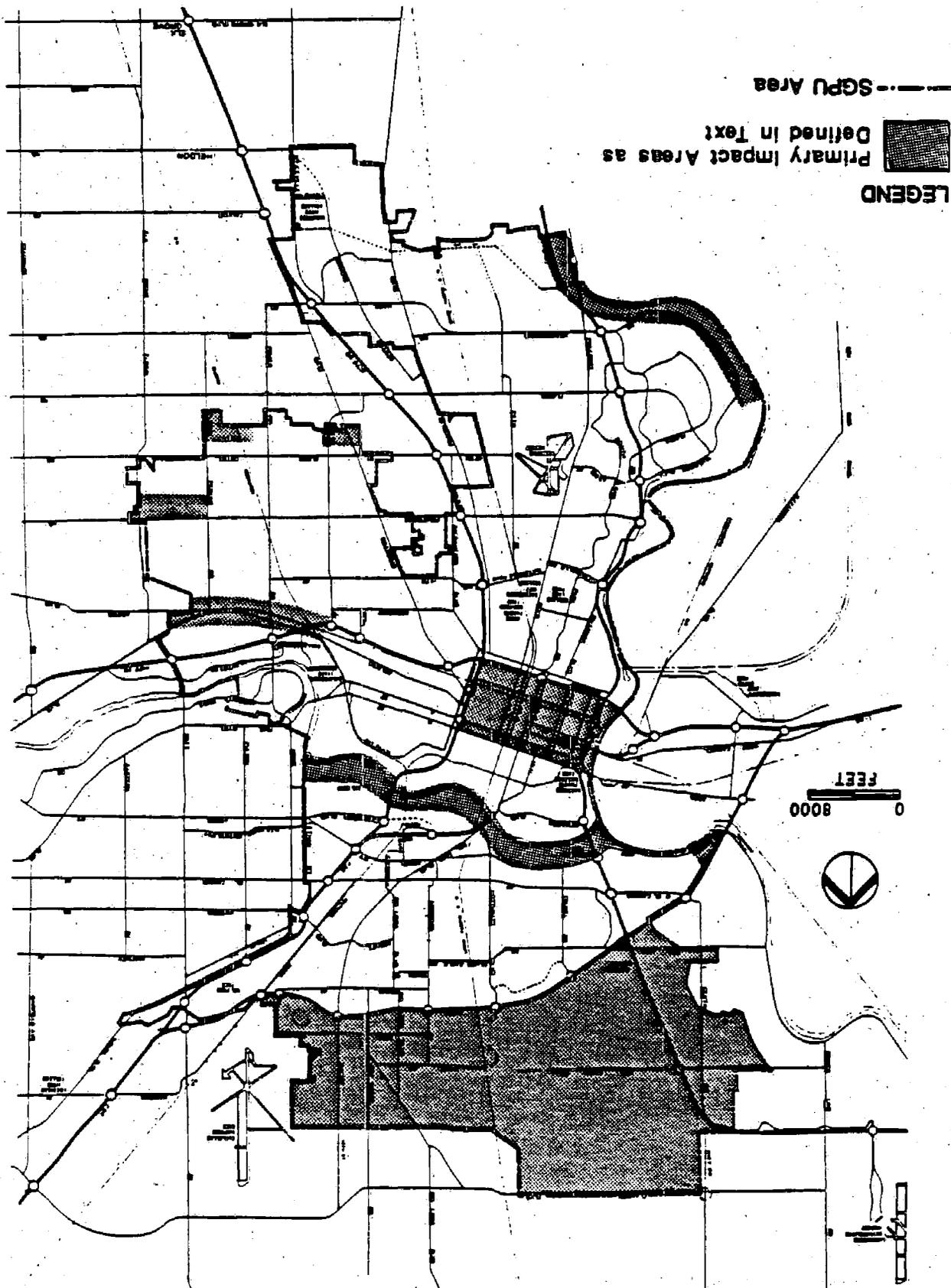


EXHIBIT 11

FILE
COPY

**NATOMAS FREEWAY ANALYSIS -
CONSTRAINED TRAFFIC VOLUMES**

Prepared for:

City of Sacramento

Prepared by:

**OMNI-MEANS, LTD.
ENGINEERS & PLANNERS**

December 29, 1988

3053-14

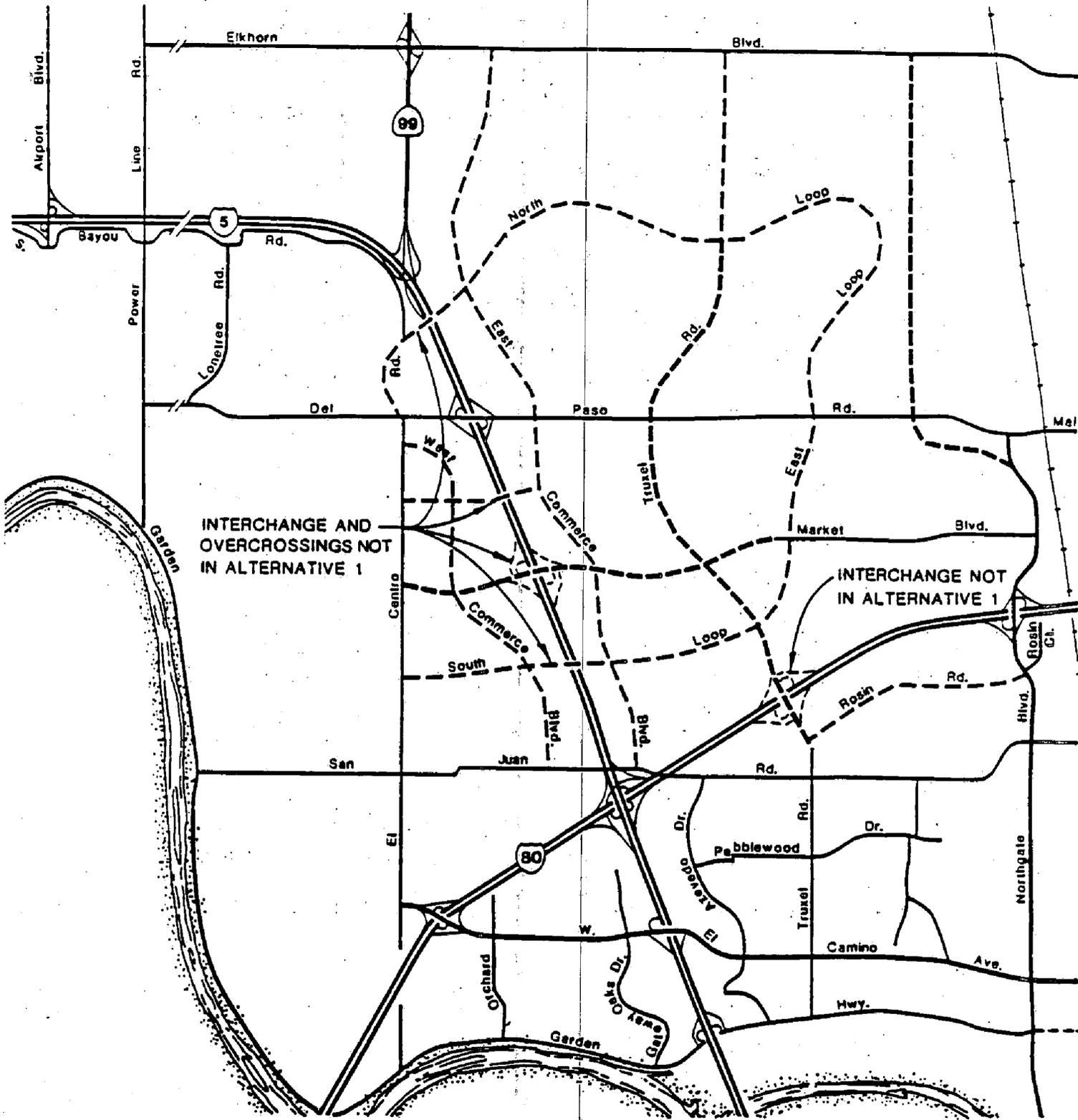
118

STUDY PURPOSE

The draft North Natomas Freeway Improvements EIS Transportation Element of April, 1988 projected future traffic impacts to the freeway system in the North and South Natomas areas associated with various land development and transportation system improvements in those areas. That analysis included the projection of future traffic demand in the AM and PM peak hours. In response, CalTrans has noted that future traffic demand will exceed the capacities of many freeway segment and interchange locations with the maximum improvements allowable and applicable to the study's alternatives. They conclude that the projected traffic demands are not as applicable for design and operational analysis as "constrained" volumes, that is, traffic that could actually flow through the system. The purpose of this analysis is to estimate the constrained future traffic flows and resulting traffic operating conditions under Alternatives 1 and 5 of the aforementioned traffic study for morning and afternoon peak hours plus evenings with an event at the nearby sports complex. This document supplements that report; more detailed information about this study's base assumptions and methodologies are available in that report.

STUDY AREA

The Study Area, shown in Figure 1, includes portions of the City of Sacramento and adjacent unincorporated areas north and east of the American and Sacramento Rivers, south of Elkhorn Boulevard, and west of the Natomas Main Drainage Canal. This study focuses on the major freeway facilities in that area, specifically the east-west Interstate 80, the north-south Interstate 5, and a short segment of S.R. 99. The study also includes capacity analyses of surface streets at interchanges with the Interstate 80 and Interstate 5 freeways. Figure 2 shows the future street system in the study area.



FUTURE ROADWAY NETWORK



For both alternatives, CalTrans stipulated a freeway capacity of 2400 passenger-cars per hour per lane. Truck traffic counts on the two study freeways and capacity factors in the 1985 Highway Capacity Manual yielded capacities of mixed traffic of approximately 2100 vehicles per hour per lane (vphpl) for Interstate 80, and 2050 vphpl for Interstate 5. In addition, CalTrans stipulated that all on-ramps in the Natomas urbanized areas were to be assumed metered with a maximum discharge rate of 900 vehicles per hour per lane (vphpl).

At weaving sections, capacity depends not only on the number of lanes, but on the weaving volume and the length of the section. The 1965 Highway Capacity Manual presents a "weaving influence factor" which enables the transformation of the volumes at a weaving section into an equivalent volume on a basic freeway section with the same number of lanes as the weaving section. The methodology in the 1985 Highway Capacity Manual does not enable a comparison of volume to capacity in weaving sections, therefore it was not used in this stage in the analysis.

Volume Constraint: When the number of vehicles arriving at or approaching a given point (the demand) exceeds the number of vehicles that can physically cross that point (its capacity), a bottleneck is said to exist there. During periods of this condition, vehicles will discharge through the bottleneck at a flow rate close to its capacity. The surplus of arriving vehicles will form queues, which will grow in length as the demand exceeds capacity, and will diminish and eventually dissipate after demand drops to levels less than capacity. On freeways, traffic in these queues is expected to proceed at speeds near 30 mph. They were not considered to be "standing" queues in a "forced-flow" or "breakdown" state, at which vehicles tend to discharge from standing queues at rates less than normal capacity. Traffic in moving saturated queues is less stable than normally flowing traffic, and minor incidents can cause breakdown conditions and lesser discharge rates, but this was not assumed to occur in this analysis.

The steps in identifying constrained volumes were:

- Identify "entry" bottlenecks. These are entry points to the study area where projected demand exceeds capacity, as well as on-ramps where that condition would occur. This analysis does not consider any bottlenecks outside the study area freeway system that would constrain volumes approaching it.

continue after that period, then queues could achieve greater lengths than those predicted here.

More detailed analysis could account for the exact pattern of traffic flows within and around the peak hour, which is influenced by such complicating factors as work schedules and distance to/from employment centers, but this level of detail appears inapplicable for a long-term planning study. Examination of generalized traffic flow-in-time data (as in NCHRP Report 187, Quick Response Urban Travel Estimation Techniques and Transferable Parameters) confirms the approximate validity of the simplifying assumption.

Physical lengths of queue (expressed in lane-miles or miles) were estimated assuming a distance-headway of 25 feet per vehicle. At bottlenecks of basic freeway segments, queues tend to split more or less equally among all the travel lanes, and the queue distance equals the lane-miles of queue divided by the number of lanes. At merge areas, where many of the bottlenecks were identified, queue lengths of the individual approaching traffic streams were not predicted. Those depend on the complex manner of "taking turns" by merging vehicles in the saturated junction, for which little theoretical or empirical information is available.

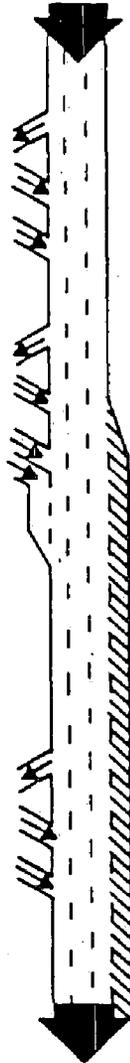
RESULTS

The following figures present the results of the traffic constraint analysis. Each page presents one direction of one of the freeways (I-5 or I-80), for the stated alternative (1 or 5) and time period (AM or PM peak hour). Some points of clarification are:

- The analysis tables present data for the ramps of each interchange on the left, and mainline data between the respective interchanges on the right. The flow of traffic is always from top to bottom, regardless of compass direction.
- Off-ramp volumes are listed as negative, since they subtract from the freeway volume downstream. On-ramp volumes are listed as positive.
- At most mainline and ramp locations, constrained entry volume equals constrained discharge volume. Where they are not equal, the queue (vehicles stored) equals the difference.

RAMPS

Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		-- Queue -- (veh) (lane-mi)	
		Entry	Dischg		
-1542	-2100	-1542	-1542		
178	2100	178	178		
560	2100	560	560		
-1432	-2100	-1432	-1432		
1670	2100	1034	1034		
1004	4200	1004	1004		
-1264	-2100	-1218	-1218		
1537	900	1537	900	637	3.0
1597	900	1597	900	697	3.3



MAINLINE

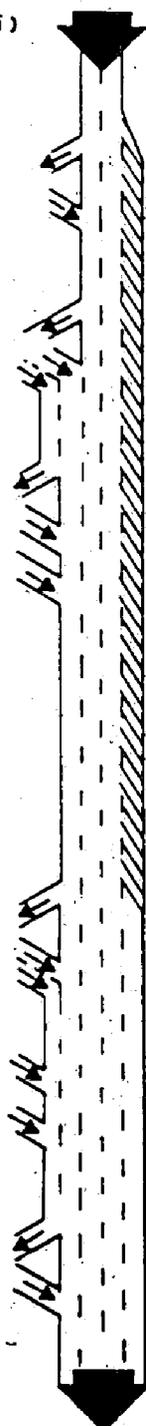
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Weaving Veff	-- Queue -- (veh) (lane-mi)	
		Entry	Dischg			
5283	6300	5283	5283			
West El Comino Ave.						
4479	6300	4479	4479			
I-5						
5721	8400	5085	5085			
(Truxel Rd)						
5721	8400	5085	5085			
Northgate Blvd						
7591	8400	5667	5667			



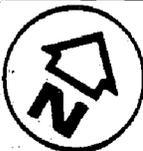
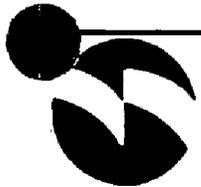
RAMPS

MAINLINE

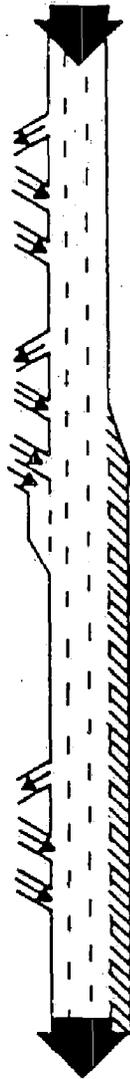
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	(veh)	(lane-mi)
-581	-2050	-309	-309		
1121	2050	1121	1121		
-351	-2050	-245	-245		
1416	4100	1416	1416		
-1235	-2050	-942	-942		
2397	900	2397	900	1497	7.1
1116	900	1116	900	216	1.0
-2290	-2050	-1548	-1548		
2405	4100	2385	2385		
1783	900	1783	900	883	4.2
1427	900	1427	900	527	2.5
-986	-2050	-665	-665		
1407	900	1407	900	507	2.4



Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Weaving Veff	Queue	
		Entry	Dischg		(veh)	(lane-mi)
7606	4100	7606	4100		3506	16.6
Airport Blvd						
8146	6150	4913	4913			
S.R. 99-70						
9211	10250 W	6084	6084	7970		
Del Paso Rd						
11490	8200	6493	6493			
(North Market Blvd)						
11490	8200	6493	6493			
I-80						
11605	10250	7780	7780			
West El Camino Ave						
14815	10250 W	9580	8920	10250	660	3.1
Garden Highway						
15236	8200	9155	8200		955	4.5



RAMPS					
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		-- Queue --	
		Entry	Dischg	(veh)	(lane-mi)
-948	2100	-948	-948		
159	2100	159	159		
723	2100	723	723		
-1259	2100	-1259	-1259		
1077	2100	1077	1077		
1879	4200	1463	1463		
-977	2100	-743	-743		
1214	900	1214	900	314	1.5
1569	900	1569	900	669	3.2



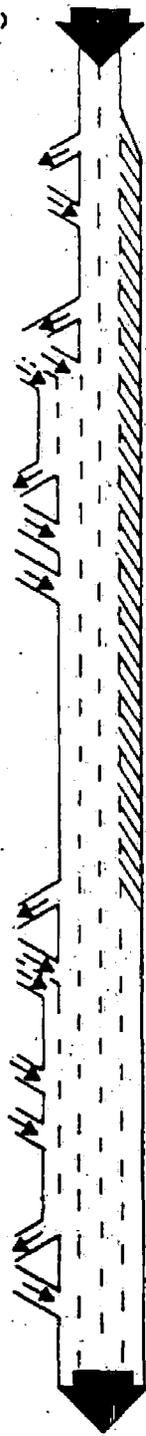
MAINLINE					
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		-- Queue --	
		Entry	Dischg	Weaving Veff	(veh) (lane-mi)
6249	6300	6249	6249		
West El Camino Ave					
6183	6300	6183	6183		
I-5					
7878	8400	7462	7462		
(Truxel Rd)					
7878	8400	7462	7462		
Northgate Blvd					
9684	8400	8519	8400	119	0.6



**CONSTRAINED VOLUME ANALYSIS
ALTERNATIVE 1, PM PEAK HOUR
I-80 EASTBOUND**



RAMPS					
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	(veh)	(lane-mi)
-363	2050	-363	-363		
1693	2050	1693	1693		
-622	2050	-622	-622		
1175	4100	1175	1175		
-1114	2050	-1114	-1114		
945	900	945	900	45	0.2
775	900	775	775		
-1779	2050	-1766	-1766		
1407	4100	1407	1407		
969	900	969	900	69	0.3
1065	900	1065	900	165	0.8
-602	2050	-598	-598		
1341	900	1341	900	441	2.1

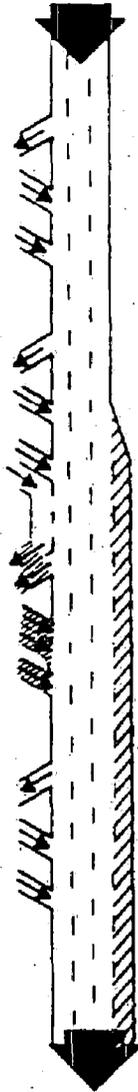


MAINLINE					
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	Weaving Veff	(veh) (lane-mi)
3746	4100	3746	3746		
Airport Blvd					
5076	6150	5076	5076		
S.R. 99-70					
5629	10250 W	5629	5629	7860	
Del Paso Rd					
6235	8200	6190	6190		
(North Market Blvd)					
6235	8200	6190	6190		
I-80					
5864	10250	5832	5832		
West El Camino Ave					
7898	10250 W	7632	7632	8830	
Garden Highway					
8637	8200	7934	7934		



RAMPS

Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		-- Queue --	
		Entry	Dischg	(veh)	(lane-mi)
1136	2100	1136	1136		
33	2100	33	33		
574	2100	574	574		
1553	2100	1553	1553		
2192	2100	1437	1437		
1497	4200	1497	1497		
1467	4200	1402	1402		
343	1800	343	343		
783	900	783	783		
791	2100	738	738		
1238	900	1238	900	338	1.6
770	900	770	770		



MAINLINE

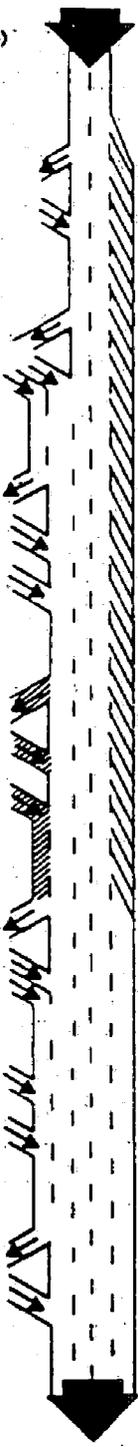
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Weaving Veff	-- Queue --	
		Entry	Dischg		(veh)	(lane-mi)
5070	6300	5070	5070			
West El Camino Ave						
4541	6300	4541	4541			
I-5						
6677	10500 W	5922	5922	8000+		
Truxel Rd						
6336	8400	5646	5646			
Northgate Blvd						
7553	8400	6578	6578			



**CONSTRAINED VOLUME ANALYSIS
ALTERNATIVE 5, AM PEAK HOUR
I-80 EASTBOUND**



RAMPS						
S	ited	CONSTRAINED				Queue --
		VOLUMES		Queue --		
Demand	Capac	Entry	Dischg	(veh)	(Lane-mi)	
-801	2050	437	437			
1487	2050	1487	1487			
-334	2050	239	239			
1023	4100	1023	1023			
-583	2050	365	365			
648	900	648	648			
1063	900	1063	900	163	0.8	
-320	2050	211	211			
972	900	972	900	72	0.3	
	900	1627	900	727	3.4	
-2691	2050	1835	1835			
2280	4100	2280	2280			
1418	900	1418	900	518	2.5	
934	900	934	900	34	0.2	
-991	2050	624	624			
1331	900	1331	900	431	2.0	



MAINLINE						
Unre-	stricted	CONSTRAINED				Queue --
		VOLUMES		Weaving		
Demand	Capac	Entry	Dischg	Veff	(veh)	(Lane-mi)
7591	4100	7591	4100		3491	16.5
Airport Blvd						
8277	6150	5152	5152			
S.R. 99-70						
8967	10250 W	5937	5937	6650		
Del Paso Rd						
10094	8200	7119	7119			
North Market Blvd						
12373	10250 W	8708	8708	10400		
I-80						
11962	10250	9152	9152			
West El Camino Ave						
14314	10250 W	10952	9002	10250	1950	9.2
Garden Highway						
14654	8200	9278	8200		1078	5.1

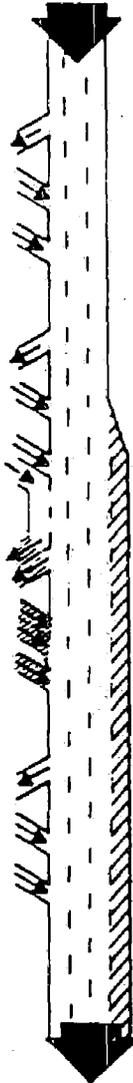


RAMPS

Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	(veh)	(lane-mi)
-690	-2100	-690	-690		
37	2100	37	37		
661	2100	661	661		
-1200	-2100	-1200	-1200		
1373	2100	1345	1345		
2310	4200	1503	1503		
-1768	-4200	-1292	-1292		
309	1800	309	309		
540	900	540	540		
-994	-2100	-771	-771		
895	900	895	895		
1010	900	1010	900	110	0.5

MAINLINE

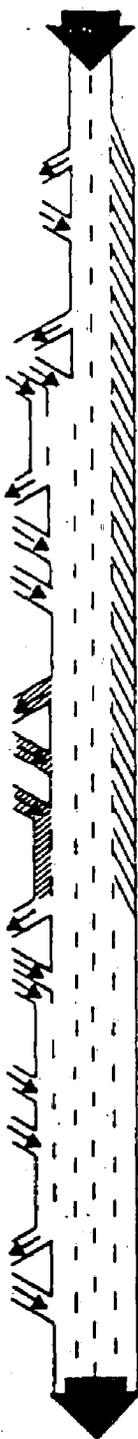
Unre- stricted Demand	Capac	CONSTRAINED VOLUMES		Weaving	Queue	
		Entry	Dischg	Veff	(veh)	(lane-mi)
6097	6300	6097	6097			
West El Camino Ave						
6105	6300	6105	6105			
I-5						
8588	10500 W	7753	7753	10000+		
Truxel Rd						
7669	8400	7310	7310			
Northgate Blvd						
8580	8400	8334	8334			



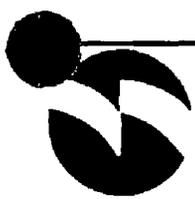
**CONSTRAINED VOLUME ANALYSIS
ALTERNATIVE 5, PM PEAK HOUR
I-80 EASTBOUND**



RAMPS					
Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	(veh)	(lane-mi)
-382	-2050	-382	-382		
1530	2050	1530	1530		
-543	-2050	-543	-543		
818	4100	818	818		
-467	-2050	-467	-467		
305	900	305	305		
631	900	631	631		
-250	-2050	-250	-250		
509	900	509	509	111	0.5
-1919	-2050	-1884	-1884		
1540	4100	1540	1540		
707	900	707	707		
741	900	741	741		
-629	-2050	-622	-622		
1138	900	1138	900	238	1.1



MAINLINE					
Demand	Capac	CONSTRAINED VOLUMES		Queue	
		Entry	Dischg	(veh)	(lane-mi)
3642	4100	3642	3642		
Airport Blvd					
4790	6150	4790	4790		
S.R. 99-70					
5065	10250 W	5065	5065	6000	
Del Paso Rd					
5534	8200	5534	5534		
North Market Blvd					
6804	10250 W	6693	6693	8800	
I-80					
6425	10250	6349	6349		
West El Camino Ave					
7873	10250 W	7797	7797	9040	
Garden Highway					
8382	8200	8075	8075		



**CONSTRAINED VOLUME ANALYSIS
ALTERNATIVE 5, PM PEAK HOUR
I-5 SOUTHBOUND**



CAPACITY/OPERATIONAL ANALYSIS:

To quantitatively evaluate traffic operating conditions of the study area freeway system resulting from the constraint of traffic volumes, this analysis includes level of service analyses of surface street intersections at and adjacent to freeway interchanges, and of the freeways themselves. Table 1 presents definitions of the level of service grades from "A" (free-flow) to "F" (oversaturation). The queuing predicted in the constraint analysis, by definition, is level of service "F".

Intersection capacity analysis was performed according to the critical-movement method for signalized intersections, as in TRB Circular 212, Interim Materials on Highway Capacity. Inputs to this procedure were peak-hour constrained volume projections, and proposed intersection geometrics. In this analysis, the allocation of vehicles to the lanes of multiple-lane approaches at most ramp intersections accounted for traffic movements near, but not within, the intersection. For example, all vehicles approaching a loop ramp were assumed to be in the far right lane when approaching the upstream intersection. Approach volumes were therefore not necessarily split equally among the approach lanes.

Intersections at and adjacent to major interchanges were analyzed. Other surface street intersections were not analyzed, as the impacts of freeway volume constraint would be relatively insignificant for them.

At several locations, metered on-ramps will act as bottlenecks, causing queues to grow through adjacent intersections. Vehicles destined to such on-ramps were assumed to pass through the adjacent intersections at their metered, rather than arrival, rates. Some additional on-ramp queuing is likely to exist where on-ramps merge into freeway bottlenecks. Consequential reductions to traffic discharge of upstream intersections were not estimated due to the complexity of saturated merging behavior, especially when the platooned discharge of signalized intersections is involved.

No "gridlock" interference was assumed, that is, of vehicles entering the intersection and then stopping inside the intersection at the end of a queue, blocking cross-traffic in subsequent phases. By definition, the queued vehicles experience level of service "F"; intersections they pass through were still assessed a level of service based on their critical volumes. However, if and when more aggressive motorists enter an intersection and then stop in it at the end of a queue, breakdown and level-of-service "F" conditions will occur when cross-street vehicles cannot enter the blocked intersection.

Table 2 presents levels of service for intersections at and adjacent to major interchanges based on the constrained peak-hour traffic volumes.

Freeway Queuing: Dividing the estimated maximum lane-miles of queue at the freeway bottlenecks (in the above volume-constraint tables) by the number of approach lanes (including on-ramps at bottlenecked merge areas) yields the average of the maximum queue distances among those approach lanes. That is the basis of the following list of freeway queue locations. (Queue lengths of individual approaches into saturated merging areas may be greater or less than these averages due to complex queue merging behavior.) As discussed earlier, queues grow to the lengths reported here and then dissipate, and are not expected to exist throughout the peak hour. "External queuing" refers to queuing outside of the study area on inbound freeway segments; the actual queues may be some distance away.

Alternative 1, AM peak hour:

- External queuing in Woodland on or entering southbound I-5.
- External queuing in north Sacramento on or entering westbound I-80.
- Short queues averaging 0.15 miles in length on the northbound I-5/southbound S.R. 99 merge area.
- Queues averaging 1.2 miles in length on southbound I-5 approaching the Airport Boulevard interchange, and on southbound Airport Boulevard approaching the southbound I-5 on-ramp.
- Queues averaging 0.6 mile lengths on southbound I-5 at Garden Highway (approaching the American River bridge), and on Garden Highway.

Alternative 1, PM peak hour:

- External queuing in downtown Sacramento on or entering northbound I-5.
- Bottlenecks at the merge areas on northbound I-5 north of I-80, and eastbound I-80 east of I-5 combining to cause 0.8 mile queues approaching the I-5/I-80 interchange on I-5 (northbound mainline and off-ramp, southbound off-ramp) and I-80 (eastbound mainline and off-ramp, westbound off-ramp).

Alternative 5, PM peak hour

- External queuing in downtown Sacramento on or entering northbound I-5.
- Slight queuing (less than 0.1 miles) in the northbound I-5/southbound S.R. 99 merge area.
- A queue growing to 2 miles in length on northbound I-5 approaching the freeway's narrowing to 2 northbound lanes near Airport Boulevard.

TABLE 3
YEAR 2010 FREEWAY LEVELS-OF-SERVICE

LOCATION	RAMP MERGE-DIVERGE				FREEWAY MAINLINE			
	ALT. 1		ALT. 5		ALT. 1		ALT. 5	
	AM	PM	AM	PM	AM	PM	AM	PM
<u>I-80 Eastbound</u>								
W. El Camino Off	F	F	E	F	D	F	D	F
W. El Camino SB On	B	C	B	C	C	E	C	E
W. El Camino NB On	C	F	C	D	D	F	D	F
I-5 Off	E	F	F	F	D	F	D	F
I-5 SB On	C	C	F	F	B	C	C	D
I-5 NB On	C	F	E	F	B	D	C	D
Truxel Off	N/A	N/A	E	E	N/A	N/A	C	D
Truxel SB On	N/A	N/A	C	C	N/A	N/A	D	F
Truxel NB On	N/A	N/A	C	D	N/A	N/A	C	E
Northgate Off	D	D	C	D	C	E	C	E
Northgate SB On	D	E	E	F	C	E	C	E
Northgate NB On	E	F	E	F	C	F	D	F
<u>I-80 Westbound</u>								
Northgate Off	F	F	F	F	F	C	E	D
Northgate NB On	C	C	C	C	D	D	D	D
Northgate SB On	F	C	F	C	F	C	F	C
Truxel Off	N/A	N/A	D	D	N/A	N/A	D	C
Truxel NB On	N/A	N/A	C	B	N/A	N/A	D	B
Truxel SB On	N/A	N/A	D	C	N/A	N/A	D	C
I-5 Off	F	F	F	F	E	C	D	B
I-5 NB On	C	B	C	A	C	B	B	B
I-5 SB On	D	D	D	C	E	C	D	B
W. El Camino Off	E	C	D	C	E	C	D	C
W. El Camino NB On	D	D	D	D	D	C	D	C
W. El Camino SB On	D	B	D	C	E	C	E	C
<u>I-5 Southbound</u>								
Airport Off	C	C	C	C	C	C	C	C
Airport On	F	F	F	F	D	D	D	D
SR 99 Off	C	D	D	D	C	D	D	D
SR 99 On	A	A	A	A	F	F	F	F
Del Paso Off	B	C	A	A	D	C	D	C
Del Paso WB On	D	E	E	C	D	C	D	C

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YEAR 2010 STADIUM ANALYSIS

A. INTRODUCTION

This section presents an analysis of potential traffic impacts associated with full development of a North Natomas stadium facility. The sports complex analyzed is comprised of a 65,000 person capacity stadium. Twenty-three thousand (23,000) parking spaces will be provided. The focus of the analysis is on the peak hours of traffic entering and exiting a stadium event.

The methodology employed will be to evaluate traffic conditions with respect to proposed cumulative freeways/roadways and forecasted traffic demand based on development of the City and region at a year 2010 planning horizon using the Truxel Data Set which has been developed by the City. The base land use/roadway network assumes buildout of the 1987 NNCP and 1988 SNCP without the Truxel Road bridge over the American River and without TSM. The freeway mainline and ramp configurations used for the analysis are identical to those analyzed under Alternative 5 in the preceding section.

Projected peak hour operations were analyzed at intersections, freeway ramps, roadways, and freeway segments utilizing methodologies outlined in the 1985 Highway Capacity manual. The following text describes the study assumptions, traffic impacts and mitigation measures associated with development of the Sports Stadium. Figure 9 depicts the arena/stadium site and associated roadways proposed to serve the facility.

Stadium Description

The stadium is proposed to be located on 200+ acres, with 172+ acres utilized for parking. A 65,000 person capacity stadium is proposed, with 23,000 parking spaces serving the facility. Parking will consist of 15,000 shared spaces plus 8,000 spaces exclusively for use by the Sports Complex.

Access to the site will be via existing interchanges and proposed project interchanges located on I-5 and I-80. The existing interchanges at Northgate Boulevard and Del Paso Road will provide access to the sports complex via Northgate Boulevard to North Market Street and Del Paso Road respectively. The Norwood interchange on I-80 will also provide access via Del Paso Road.

The proposed project interchanges at Truxel Road/I-80 and North Market Boulevard/I-5 will provide direct routes from the regional freeway system to the Stadium via these roadways. In addition, Truxel Road, Northgate Boulevard, Del Paso Road and Elkhorn Boulevard surface streets will provide circulation to the area supplementing access from I-5 and I-80.

B. METHODOLOGIES/ASSUMPTIONS

Assumptions

To provide a consistent basis for traffic conditions associated with operation of the stadium, a number of basic assumptions were developed through consultation with City of Sacramento staff concerning trip characteristics and sports complex events.

- * **Event Schedule** - For this analysis, the stadium has been evaluated as operating on a weeknight with the event starting at 7:30 PM. Therefore, the peak hour analyzed for the inbound movements was 6:30 to 7:30 PM. Representative activities which could result in concurrent usage include athletic events in the stadium (i.e., football, baseball) and family/variety entertainment or basketball in the arena. This analysis, however, does not assume concurrent usage of both the stadium and arena.
- * **Event Attendance** - The stadium was assumed to operate at capacity, with 65,000 stadium patrons.
- * **Arrivals/Departures** - 100% of stadium generated traffic will travel to and from the facility during a one hour interval immediately preceding the events and at the conclusion of events. Many factors can influence the distribution of arrivals and departures to a facility such as the desire to obtain a seat where an unreserved seating policy exists, the nature of pregame and postgame activities, weather, and the score of a sporting event. Arrival and departure rates of vehicles are also influenced by critical street sections, ramp capacities and parking lot management i.e., ticket taking capacities. This analysis assumes all patrons would choose to travel to and from the facility in a one hour time frame, given the opportunity to do so.
- * **Reversible Lanes** - The use of reversible lanes and temporary delineation (i.e., traffic cones) on the roadways immediately adjacent to sports complex driveways, has been assumed to accommodate inbound and outbound event traffic. In addition, use of distinctive guide signs to direct

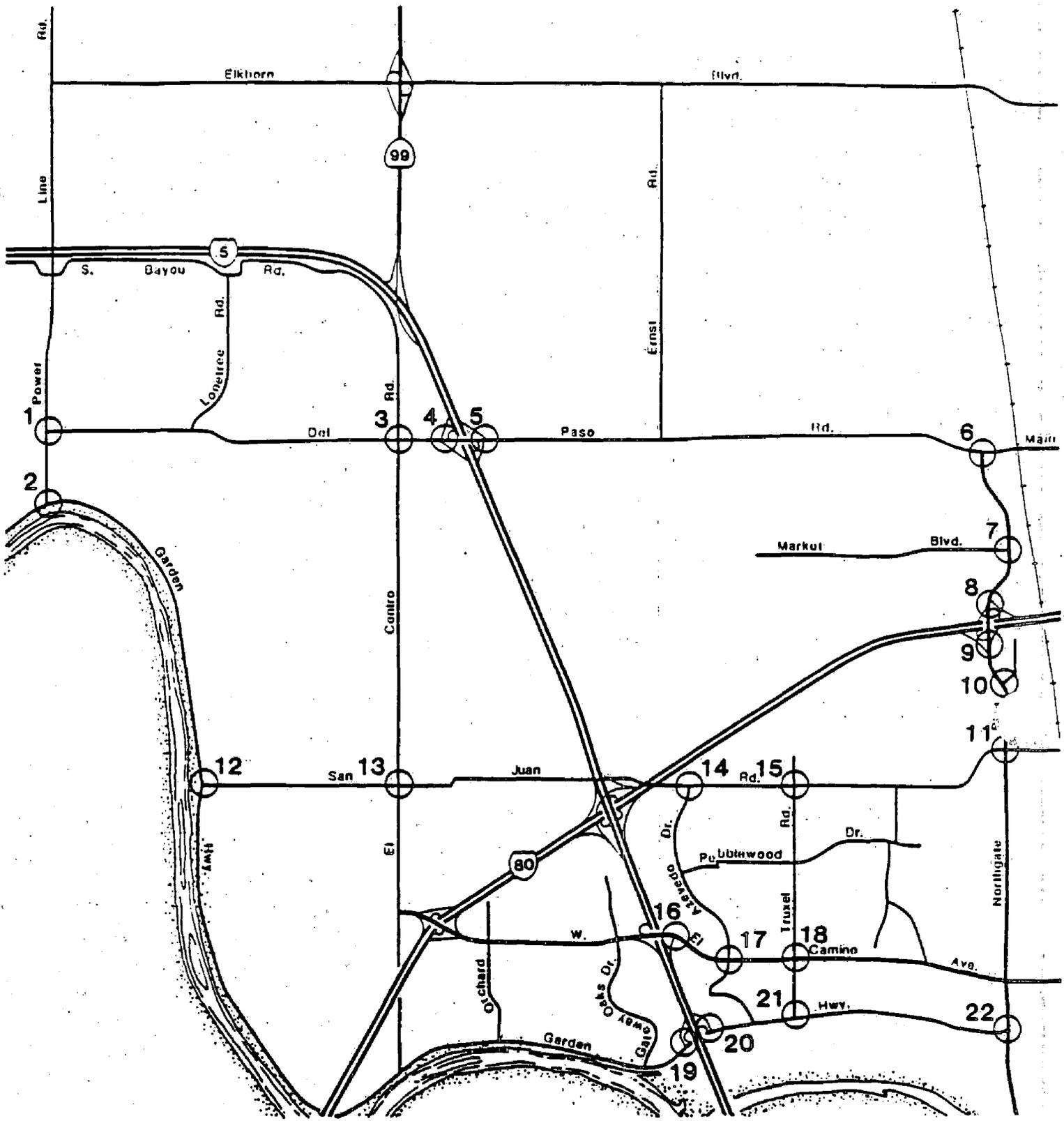
* Trip Distribution - The directional distribution of vehicular trips to and from the sports complex has been estimated based upon employment and population distribution throughout the greater Sacramento area. The inbound trip to the Sports Complex will encompass a variety of points of origin. Week night trips will originate from both residential and employment areas, while the trip from the stadium will be residentially oriented.

Upon review of available employment and population data in conjunction with travel corridors to the sports complex site, the following distribution of trips has been assumed:

I-5 North	6%
I-80 West	6%
I-5 South	34%
I-80 East	40%
Elkhorn Blvd.	2.5%
Truxel/Northgate	4.0%
Internal to North Natomas	7.5%

100%

The distribution and assignment of vehicle trips to the stadium was further refined based upon freeway ramp capacities. Given the above directional distribution and corresponding likely travel paths to the Sports Complex, two freeway interchanges will experience the greatest demand. The proposed Truxel Road and North Market Road interchanges with Interstate 80 and Interstate 5 would be utilized to the greatest degree given their respective locations along the regional freeway system and proximity to the stadium area. However, given maximum freeway ramp capacities of two lanes, increased utilization of the additional interchanges will be a natural occurrence required to balance traffic flows into and out of the stadium parking lots area. Therefore, increased use of surface streets and existing interchanges will occur as more direct routes (i.e., Truxel Road and North Market interchanges) become saturated.



EXISTING STUDY AREA INTERSECTIONS



TABLE 4
INTERSECTION LEVELS-OF-SERVICE
YEAR 2010 WITH STADIUM

INT. NO.	EXISTING INTERSECTIONS	INBOUND (6:30-7:30 PM)		OUTBOUND (10:30-11:30 PM)	
		V/C	LOS	V/C	LOS
1.	Power Line Rd./Del Paso Rd.	0.08	A	0.04	A
2.	Power Line Rd./Garden Hwy.	0.07	A	0.03	A
3.	El Centro Rd./Del Paso Rd.	0.21	A	0.09	A
4.	I-5 SB Ramps/Del Paso Rd.	0.62	B	0.09	A
5.	I-5 NB Ramps/Del Paso Rd.	0.62	B	1.73	F
6.	Northgate Blvd./Del Paso Rd.	0.60	B	0.48	B
7.	Northgate Blvd./N. Market Blvd.	1.13	F	1.29	F
8.	Northgate Blvd./I-80 WB Ramps	0.39	A	1.28	F
9.	Northgate Blvd./I-80 EB Ramps	0.32	A	0.24	A
10.	Northgate Blvd./Rosin Ct.	0.68	B	0.26	A
11.	Northgate Blvd./San Juan Ave.	0.82	D	0.43	C
12.	Garden Hwy./San Juan Rd.	--	A/A	--	A/A
13.	El Centro Rd./San Juan Rd.	0.33	A	0.16	A
14.	Azevedo Dr./San Juan Rd.	0.32	A	0.08	A
15.	Truxel Rd./San Juan Rd.	0.64	B	0.45	A
16.	I-5 NB off-ramp/W. El Camino Ave.	0.26	A	0.34	A
17.	Azevedo Dr./W. El Camino Ave.	0.44	A	0.68	B
18.	Truxel Rd./W. El Camino Ave.	0.71	C	0.70	B
19.	I-5 SB Ramps/Garden Hwy.	0.39	A	0.16	A
20.	I-5 NB Ramps/Garden Hwy.	0.31	A	0.12	A
21.	Truxel Rd./Garden Hwy.	0.30	A	0.16	A
22.	Northgate Blvd./Garden Hwy.	1.15	F	0.39	A
23.	E. Commerce Blvd./Elkhorn Blvd.	0.13	A	0.06	A
24.	Truxel Rd./Elkhorn Blvd.	0.28	A	0.46	A
25.	E. Commerce Blvd./N. Loop Rd.	0.27	A	0.16	A
26.	Truxel Rd./N. Loop Rd.	0.44	A	0.37	A
27.	El Centro Rd./W. Commerce Blvd.	0.04	A	0.02	A
28.	E. Commerce Blvd./Del Paso Rd.	0.51	A	1.51	F
29.	Truxel Rd./Del Paso Rd.	1.35	F	0.85	D
30.	E. Loop Rd./Del Paso Rd.	0.58	A	0.47	A
31.	W. Commerce Blvd./Overpass Rd.	0.35	A	0.20	A
32.	E. Commerce Blvd./Overpass Rd.	0.65	B	0.70	B

TABLE 5
YEAR 2010 FREEWAY LEVELS-OF-SERVICE WITH STADIUM

LOCATION	RAMP MERGE-DIVERGE		FREEWAY MAINLINE	
	6:30- 7:30	10:30- 11:30	6:30- 7:30	10:30- 11:30
<u>I-80 Eastbound</u>				
W. El Camino Off	C	A	C	A
W. El Camino SB On	C	A	B	A
W. El Camino NB On	C	A	C	A
I-5 Off	D	A	C	A
I-5 SB On	C	F	B	F
I-5 NB On	F	B	F	C
Truxel Off	F	A	C	B
Truxel SB On	A	F	B	C
Truxel NB On	A	E	B	D
Northgate Off	A	B	B	D
Northgate SB On	B	F	B	F
Northgate NB On	B	F	B	F
<u>I-80 Westbound</u>				
Northgate Off	F	A	F	A
Northgate NB On	C	A	E	A
Northgate SB On	D	A	E	A
Truxel Off	F	A	E	A
Truxel NB On	B	A	A	A
Truxel SB On	B	F	B	B
I-5 Off	F	B	E	A
I-5 NB On	A	A	A	A
I-5 SB On	A	C	A	A
W. El Camino Off	A	B	A	B
W. El Camino NB On	A	A	A	B
W. El Camino SB On	A	A	A	B

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As shown in Tables 4 and 5, the proposed surface street and freeway system in the Natomas area will not adequately support the stadium traffic under the conditions assumed. Inbound stadium traffic in addition to projected 6:30 - 7:30 peak hour background volumes will result in unsatisfactory freeway operation during the 6:30 to 7:30 time period at the majority of mainline freeway segments. In addition, two existing intersections and seven future intersections will operate unsatisfactorily given assumed and existing geometrics. Freeway ramp locations where the projected demand exceeds a per lane hourly volume of 2,000 vehicles are listed below. The locations listed would be saturated and significant queuing at diverge gore areas could potentially impede through traffic. At two-lane off-ramps, the number 1 mainline lane (adjacent to the auxiliary lane) would experience standing queues in addition to the auxiliary lane since lane 1 leads to the off-ramp. The capacity of an off-ramp will be dictated by the ability of the surface street terminal to accommodate off-ramp traffic.

N. Market/I-5 Interchange
Northbound Off-Ramp

I-80/I-5 Interchange
Westbound/Eastbound to Northbound On-Ramp

Truxel Road/I-80 Interchange
Eastbound Off-Ramp

Outbound stadium volumes superimposed upon projected evening (10:30 - 11:30 PM) traffic volumes will result in unsatisfactory operation at three existing and eight future intersections. Freeway segments will, in general, operate several Levels-of-Service above PM peak hour conditions. However, segments in the vicinity of Del Paso Boulevard, North Market Boulevard, Garden Highway, and Truxel Road will experience unsatisfactory operation. During the exiting period of stadium traffic, the on-ramps are the components of the freeway system that are most effected by the outbound traffic demand. Locations that are expected to experience delays are listed below.

Del Paso Road/I-5 Interchange
Westbound to Southbound On-Ramp

N. Market/I-5 Interchange
Westbound to Southbound On-Ramp

Intersections Mitigations

Del Paso Rd/East Commerce:

Additional eastbound right turn lanes required (beyond maximum design criteria) for inbound traffic. Additional northbound left turn lanes required (beyond maximum design criteria) for evening outbound traffic.

Del Paso/Truxel Road:

Additional northbound left turn capacity required (beyond maximum design criteria) for inbound period. Additional eastbound right turn lane required (beyond maximum design criteria) for outbound period.

North Market/Northbound I-5 Ramps:

Additional westbound through lane required for satisfactory intersection operation. However, the majority of through volumes during the outbound peak will be destined for the southbound loop ramp and will therefore be concentrated in the right through lanes. Additional through lanes will not adequately reduce delays. In addition, the northbound right turn volumes during the inbound period will exceed maximum design capacity.

East Commerce Blvd/North Market:

Intersection cannot be mitigated for the inbound period using maximum design criteria. Additional eastbound through lanes are required for the inbound period and an additional westbound through lane is required for the outbound period. With four westbound through lanes, the intersection would operate at LOS "C" ($v/c = 0.77$).

North Market/Truxel Road:

Intersection cannot be mitigated using maximum design criteria. Specifically, additional Truxel Road through lanes will be required to accommodate projected volumes.

North Market/East Loop Road:

Add exclusive westbound right turn lane of accommodate inbound demand. Additional southbound left turn lanes are required for outbound traffic (Beyond maximum design criteria). With these improvements, the intersection will not be reduced to a less-than-significant level.

Truxel Road/East Loop Road:

Intersection cannot be mitigated using maximum design criteria. Specifically, additional Truxel Road through lanes will be required to accommodate projected volumes.

Freeway Mitigations

The segments of I-5 between Junction 99 and Garden Highway have four mainline lanes in each direction under the future planned system. This is also true for the segments of I-80 from I-5 to Northgate Boulevard. Caltrans current policy is to not exceed eight mainline travel lanes (four per direction). Therefore, no additional mainline lanes have been prescribed.

Ramp Mitigations

Del Paso Road/I-5 Interchange:

Westbound to Southbound Loop On-Ramp can be mitigated during the evening peak using a two-lane maximum design criteria. However, this improvement is considered unfeasible due to design constraints.

N. Market/I-5 Interchange:

Northbound Off-Ramp cannot be mitigated during the inbound peak hour using a two-lane maximum design criteria.

Westbound to Southbound On-Ramp can be mitigated during the outbound peak using a two-lane design.

I-80/I-5 Interchange:

Westbound/Eastbound to Northbound On-Ramp will require two travel lanes during the inbound peak hour, resulting in LOS "C" operation.

Truxel Road/I-80 Interchange:

Eastbound Off-Ramp cannot be mitigated during the inbound peak hour using a two-lane design. The capacity of the Eastbound left turn movement will dictate the capacity of the ramp.

Southbound to Westbound On-Ramp will require two travel lanes during the outbound peak, resulting in LOS "D" operation.

Northgate Boulevard/I-80 Interchange:

Southbound to Eastbound On-Ramp will require two travel lanes during the outbound peak, resulting in LOS "D" operation. The addition of a lane to this on-ramp is considered not feasible due to design constraints.

The ramp mitigations listed above have been presented to indicate capacities and lane requirements. Resulting Levels-of-Service as indicated refer to the worst-case time period. Two-lane on-ramps (i.e., loop connections) may not be feasibly implemented at all locations and therefore indicate the need for direct connections (i.e., fly over ramps) if two lane ramps are to be utilized. In addition, merge area required for a two-lane ramp may not be available or feasible at all locations.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 10th Street, Room 121
Sacramento, CA 95814

From: City of Sacramento
Environmental Services
1231 I Street, Room 301
Sacramento CA 95814

County Clerk
County of Sacramento

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title GATEWAY PARK BOULEVARD (E91-001)

	City of Sacramento, Laura Matteoli	(916) 449-2037
State Clearinghouse Number	Lead Agency	Area Code/Telephone
	Contact Person	

Project Location

(include county): East Loop Road, (east of Interstate 5 and west of Northgate Boulevard from Stadium Boulevard to Arco Arena Boulevard) Sacramento, CA; Sacramento, County.

Project Description:

1. North Natomas Community Plan Amendment to reduce East Loop Road from the proposed six lane arterial to four lanes between Stadium Boulevard and Arco Arena Boulevard and a street name change to Gateway Park Boulevard.

This is to advise that the City of Sacramento has approved the above described project on _____ and has made the following determination regarding the above described project:

1. The project will not have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures (were were not) made a condition of the approval of the project.
4. A statement on Overriding Considerations was not adopted for this project.
5. Findings were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

Environmental Services Division, 1231 I Street, Room 301, Sacramento

Carol L. Branan 4/22/91 Planning Director
Signature(Lead Agency Contact) Date Title

Date received for filing at OPR: