

E90-001

July 11, 1991

City Planning Commission
Sacramento, California

Members in Session:

Subject: Stockton Boulevard Beautification Project (E90-001) - Notice of Preparation

Location: From Highway 50 to Broadway along Stockton Boulevard

Summary:

The City of Sacramento Environmental Services Division is the lead agency for the preparation of an Environmental Impact Report (EIR) for the Stockton Boulevard Beautification project. On June 10, 1991, the Notice of Preparation (NOP) (see Attachment) was mailed to the public. The NOP will be circulated for a 30 day public comment period in which the Environmental Services Division will accept comments on the proposed outline and scope of work for the EIR. The NOP was mailed to people and organizations believed to be concerned with the environmental effects of the proposed project including State, Regional, County, and City agencies, as well as interested community groups and neighbors of the project site. The Environmental Services Division will prepare the EIR. This report is provided for the information of the Commission and the public in order to receive comments on the scope of work for the EIR.

Background Information:

The City Planning Department has received an application to improve Stockton Boulevard between Highway 50 and Broadway to allow for beautification improvements (median strips, sidewalks) and reconfiguration of turning maneuver areas. In addition, the proposed project includes the realignment of 2nd Avenue to the east of Stockton Boulevard to eliminate the existing off-set of 2nd Avenue. The number of through traffic lanes on Stockton Boulevard (2 lanes in each direction) will not be changed by this project. However, the project will provide for minor widening(1 to 2 feet per travel lane) of existing lanes, and the construction of intersection improvements to facilitate existing and future traffic volumes. Intersection improvements include:

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1. Improved turning lanes for both right and left turn maneuvers;
2. Center median to prohibit mid-block turning movements in selected areas, and;
3. Signalization of key intersections.

The beautification improvements are intended to carry forth the style and continuity of the recently completed Stockton Boulevard and Broadway beautification projects. These improvements (landscaping, sidewalk, curb, and gutter) have been completed along Stockton Boulevard south of 2nd Avenue. This project would complete these improvements from Broadway to Highway 50 at Stockton Boulevard.

The proposed project would create a center median to serve both as a landscaped area and as a left turn pocket area for the following intersections:

Proposed Left Turn Pockets:

1. Left turn from Stockton Boulevard (SB) to 2nd Avenue;
2. Left turn from Stockton Boulevard (SB) to X Street;
3. Left turn from Stockton Boulevard (NB) to Colonial Way;
4. Left turn from Stockton Boulevard (SB) to Colonial Way;
5. Left turn from Stockton Boulevard (NB) to Miller Way;
6. Left turn from Stockton Boulevard (SB) to 39th Avenue;
7. Left turn from Stockton Boulevard (NB) to T Street;
8. Left turn from Stockton Boulevard (SB) to t Street.

Intersections Where Left Turns Will be Precluded by the Proposed Improvements:

1. Left turn from Stockton Boulevard to U Street;
2. Left turn from Stockton Boulevard to V Street;
3. Left turn from Stockton Boulevard to Sherman Way;
4. Left turn from Stockton Boulevard to 42nd Street;
5. Left turn from Stockton Boulevard to Y Street (east and west).

The median would be approximately 11 feet in width and will be landscaped.

In addition to the landscaped median, the proposed project calls for the reconstruction of sidewalk areas to accommodate a 4 to 5 foot wide sidewalk abutting on the property line along with a 3'10" planter strip along the curb. The planter strip is widened by one foot to 4'10" at periodic intervals to allow adequate space for tree wells. At these intervals the sidewalk is reduced to 4 feet in width.

New street lights are also proposed.

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The project will require removal or relocation of 30 mature trees and nine smaller trees. Of these, nine of the trees can be relocated. A total of 175 new trees will be planted as part of the overall beautification effort. Sycamore or a similar species is proposed for the sidewalk areas and holly oak is proposed for the center median.

Right of way acquisitions will be necessary for the exclusive right turn movements onto T Street (SB and NB) and Y Street (NB) and for a free right turn lanes at X Street (NB) and Colonial Way (SB). Finally, additional right of way may be necessary north of X Street along Stockton Boulevard to provide an acceleration lane (NB) on Stockton Boulevard. All necessary rights-of-way are currently under site control by the University of California Regents. Demolition of structures within the right-of-way may be necessary for the T Street right turn maneuver.

Traffic signals are proposed at Miller Way/39th Street and Colonial Way and X Street. Existing traffic signals will be need to be reconstructed to accommodate the beautification.

Related to this project, is the undergrounding of overhead utilities. To the extent possible, responsible agencies are attempting to coordinate the construction of this project with the undergrounding of utilities along Stockton Boulevard.

A general overview of the alternatives to be studied in the EIR are as follows:

- A. No-Project: The project would not be pursued and Stockton Boulevard and Second Avenue would remain in their current alignment and configuration.
- B. Stockton Boulevard Improvements without Realignment of Second Avenue: This alternative would include all of the improvements along Stockton Boulevard as proposed but would not include any improvements to Second Avenue.
- C. Stockton Boulevard Improvements with Second Avenue Aligned to the West of Stockton Boulevard: This alternative would include all of the improvements along Stockton Boulevard as proposed with the realignment of Second Avenue to the west of Stockton Boulevard.
- D. Alternative Cross Section Miller Way to T Street along Stockton Boulevard: This alternative considers an alternative cross section between Miller Way and T Street. The alternative cross section is reduced in width to conform to the existing curb line in order to preserve several mature trees in this area. Both travel lanes and the median strip are reduced under this alternative.

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Recommendation:

This report is provided for the Commission and the public in order to receive comments on the scope of work for the Environmental Impact Report.

*Tom Harris for
Trish Davey*

Trish Davey
Project Manager
Environmental Services

Attachment A

E90-001

July 11, 1991

ATTACHMENT A: NOTICE OF PREPARATION

E90-001

July 25, 1991
~~July 1991, 11/11~~

1
#36

**City Planning Commission
Sacramento, California**

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Recommendation:

This report is provided for the Commission and the public in order to receive comments on the scope of work for the Environmental Impact Report.

*Tom Harris for
Trish Davey*

Trish Davey
Project Manager
Environmental Services

Attachment A

E90-001

July 11, 1991

ATTACHMENT A: NOTICE OF PREPARATION

E90-001

July 25, 1991
~~July 1991 #47~~

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#35

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1251 I STREET
SACRAMENTO, CA

ADMINISTRATION
ROOM 500
95814-2987
916-449-5571

ECONOMIC DEVELOPMENT
ROOM 300
95814-2987
916-449-1223

NUISANCE ABATEMENT
ROOM 501
95814-3982
916-449-5948

June 10, 1991

TO: Interested Persons

FROM: Trish Davey, Project Manager

SUBJECT: **NOTICE OF PREPARATION OF FOCUSED ENVIRONMENTAL
IMPACT REPORT FOR STOCKTON BOULEVARD WIDENING AND
BEAUTIFICATION PROJECT**

The City of Sacramento Environmental Services Division is serving as the lead agency for the preparation of an Environmental Impact Report (EIR) to be prepared for the Stockton Boulevard Widening and Beautification Project (the "Project"). The project is located in the East Broadway neighborhood of the City of Sacramento and includes improvements to the Stockton Boulevard right-of-way from Broadway (south) to Highway 50 (north). See Exhibit A, location map for a graphic depiction of the project location.

Project Summary:

The proposed project involves widening of Stockton Boulevard between Highway 50 and Broadway to allow for beautification improvements (median strips, sidewalks) and re-configuration of turning maneuver areas. In addition, the project includes the re-alignment of 2nd Avenue at Stockton Boulevard to eliminate the existing off-set of 2nd Avenue. These improvements are proposed in order to comply with traffic mitigation measures identified in the Final Environmental Impact Report (FEIR) prepared by U.C. Davis Medical Center for the Medical Center's Long Range Development Plan (LRDP). The improvements are intended to help manage existing and future traffic volumes in a safe and efficient manner. The number of traffic lanes on Stockton

Boulevard (2 lanes in each direction) will not be changed by this project. However, the project will provide for minor widening (1 to 2 feet per travel lane) of existing lanes, and the construction of intersection improvements to facilitate existing and future traffic volumes. Intersection improvements include:

1. Improved turning lanes for both right and left turn maneuvers;
2. Landscaped center median to prohibit mid-block turning movements in selected areas, and;
3. Signalization of key intersections.

The beautification improvements are intended to carry forth style continuity of the recently completed Stockton and Broadway beautification projects. These improvements (landscaping, sidewalk, curb, and gutter work) have been completed along Stockton Boulevard south of 2nd Avenue. This project would complete these improvements from Broadway to Highway 50 along Stockton Boulevard.

An Initial Study (Attachment B) has been prepared for the project which identified the following areas where impacts may be significant:

1. **Land Use and Neighborhood Impacts**
2. **Traffic Circulation**
3. **Noise**
4. **Air Quality**
5. **Trees and Urban Landscape**

Based on the Initial Study, the City Environmental Coordinator has determined that an Environmental Impact Report (EIR) should be prepared to address the above issues. A proposed outline of the scope and content for the EIR is included in Attachment C.

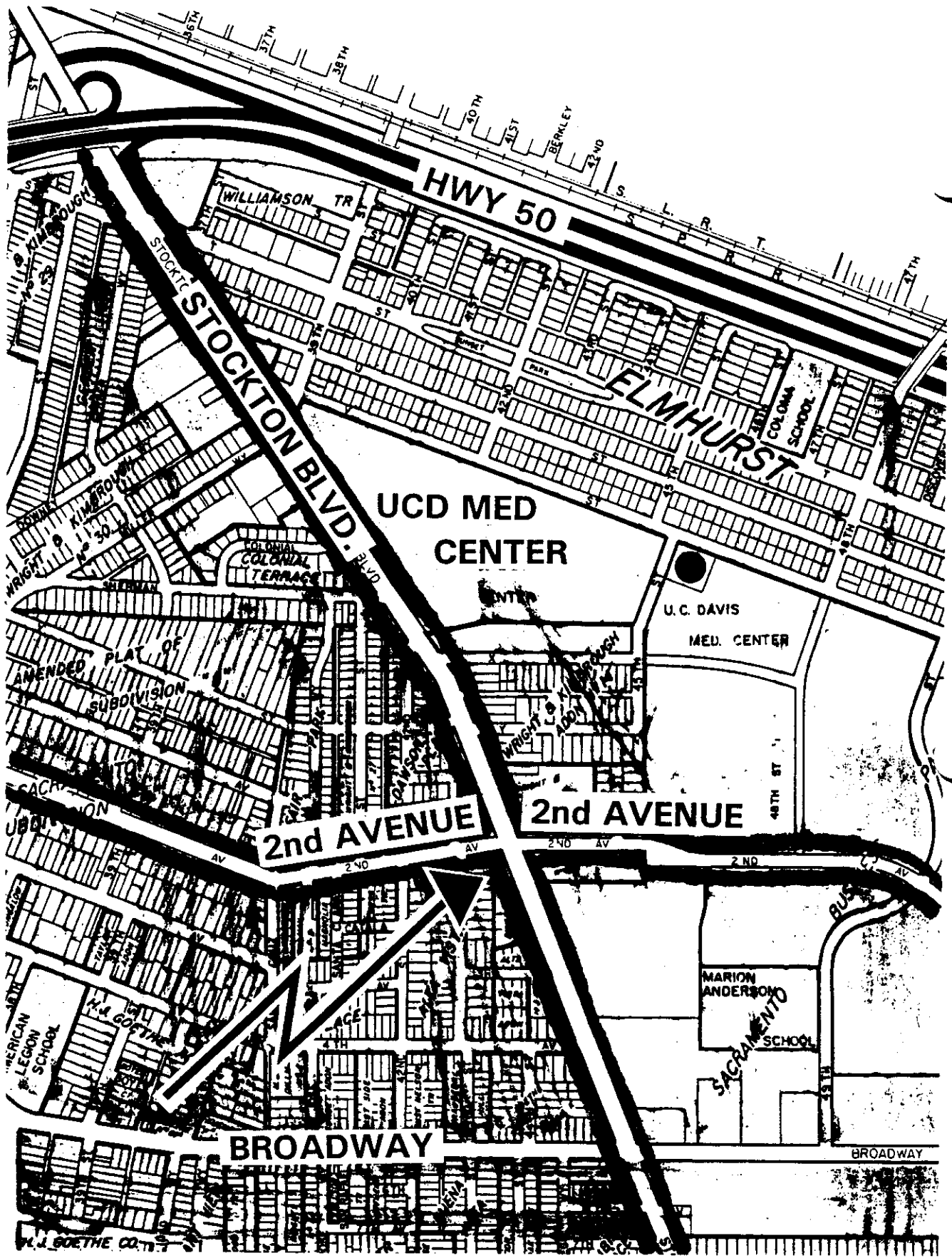
Please review the proposed EIR focus, scope, and content. Should you feel that additional topics should be addressed in the EIR, please respond in writing to:

Trish Davey, Project Manager
Environmental Services Division
City of Sacramento, Planning and Development Department
1231 I Street, Room 301
Sacramento, CA 95814

Please respond no later than 5:00 p.m. July 11, 1991.

If you have any questions regarding the environmental process please call Trish Davey at 454-9125 or Tom Harris at 449-2037.

ATTACHMENT A: LOCATION MAP



STOCKTON BOULEVARD IMPROVEMENT PROJECT AREA

FIGURE 1

RIGHT OF WAY

DATE: 05-20-91

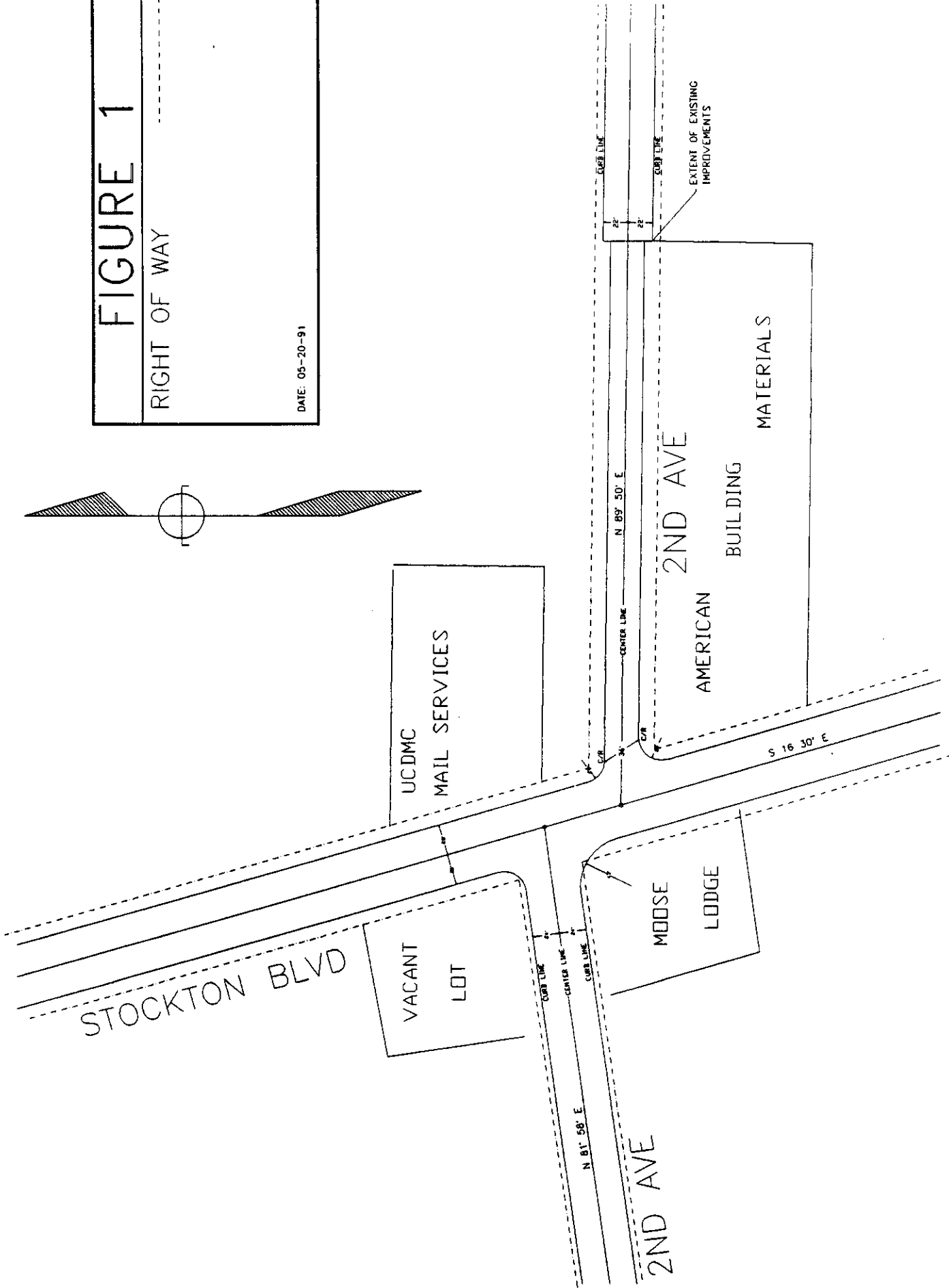
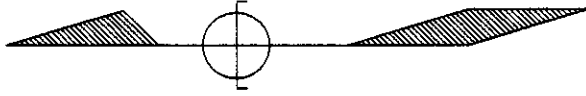


FIGURE 2

RIGHT OF WAY
 PROPOSED ALIGNMENT

DATE: 05-20-91

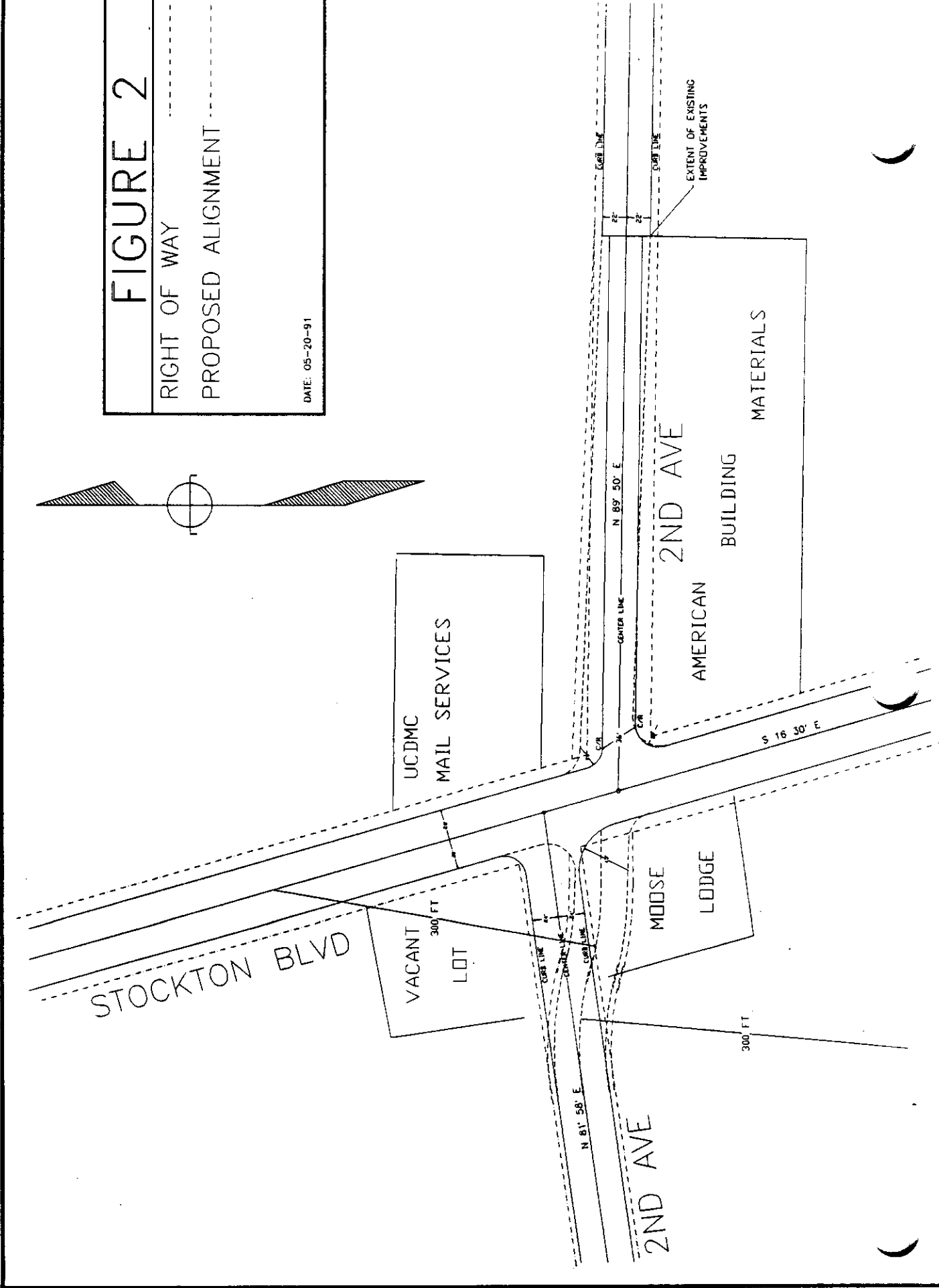
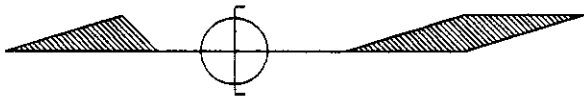
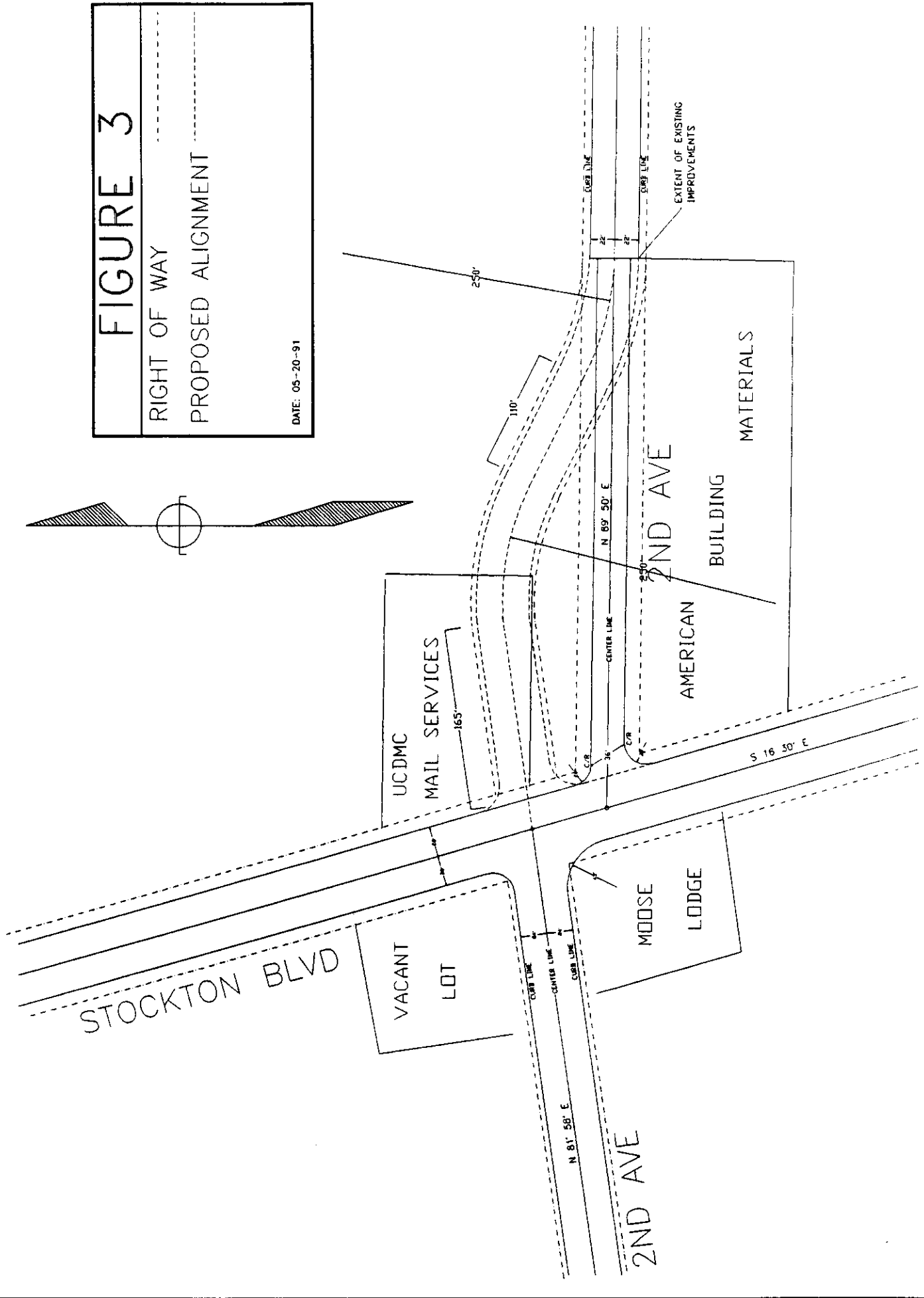
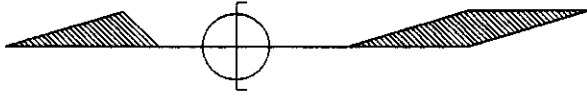


FIGURE 3

RIGHT OF WAY

PROPOSED ALIGNMENT

DATE: 05-20-91



**ATTACHMENT B: INITIAL STUDY AND PROJECT
DESCRIPTION**



CITY OF SACRAMENTO

INITIAL STUDY

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 Guidelines Section 15063 (August 1, 1983).

File No. and/or Project Name: STOCKTON BOULEVARD IMPROVEMENTS
Applicant - Name: CITY OF SACRAMENTO; U.C. DAVIS MED. CTR.
Address: PUBLIC WORKS DESIGN ENGINEERING
977 10th STREET, SACTO, CA
ATTN: LARRY WING

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>NO</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>MAYBE</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 or 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>MAYBE</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>NO</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>YES</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>YES</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?
 - b. Exposure of people to severe noise levels?
- 7. Light and Glare. Will the proposal produce new light or glare?
- 8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?
- 9. Natural Resources. Will the proposal result in:
 - a. Increase in the rate of use of any natural resources?
 - b. Substantial depletion of any nonrenewable natural resource?
- 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?
 - b. Possible interference with an emergency response plan or an emergency evacuation plan?
- 11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?
- 12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?
- 13. Transportation/Circulation. Will the proposal result in:
 - a. Generation of substantial additional vehicular movement?
 - b. Effects on existing parking facilities, or demand for new parking?
 - c. Substantial impact upon existing transportation systems?
 - d. Alterations to present patterns of circulation or movement of people and/or goods?
 - e. Alterations to waterborne, rail or air traffic?
 - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?
- 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?
 - b. Police protection?
 - c. Schools?
 - d. Parks or other recreational facilities?
 - e. Maintenance of public facilities, including roads?
 - f. Other governmental services?
- 15. Energy. Will the proposal result in:
 - a. Use of substantial amounts of fuel or energy?
 - b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy?
- 16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:
 - a. Power or natural gas?
 - b. Communications systems?
 - c. Water?
 - d. Sewer or septic tanks?
 - e. Storm water drainage?
 - f. Solid waste and disposal?

MAYBE
NO

NO

NO

NO
NO

NO

NO

NO

NO

MAYBE
NO
YES
YES
NO
NO

NO
NO
NO
NO
NO
NO

NO
NO

NO

NO
NO
NO
NO
NO
NO

Yes or No

Human Health. Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)?
- b. Exposure of people to potential health hazards?

NO
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?
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

NO

NO

NO

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?
- 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.)
- 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.)
- d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?

YES

NO

NO

NO

MITIGATION MEASURES

NA None required.

NA The following mitigation measures shall become conditions of approval for the subject proposal:

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, 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, 1968	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, 1981
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: June 5, 1990 SIGNATURE: Patricia Davey
 PREPARED BY: PATRICIA DAVEY PHONE: 454-9125

CITY OF SACRAMENTO ENVIRONMENTAL SERVICES DIVISION

DISCUSSION OF INITIAL STUDY AND ENVIRONMENTAL FINDINGS

I. PROJECT INFORMATION

Project Name: Stockton Boulevard Beautification and Widening Project

Project Location: The proposed project is located in the Oak Park/East Broadway Community Planning area of the City on Stockton Boulevard between Highway 50 (north) and Broadway (south).

Project Description:

a. General: The proposed project involves the widening of Stockton Boulevard between Highway 50 and Broadway to allow for beautification improvements (median strips, sidewalks) and re-configuration of turning maneuver areas. In addition, the project includes the re-alignment of 2nd Avenue at Stockton Boulevard to eliminate the existing off-set of 2nd Avenue. The number of through traffic lanes on Stockton Boulevard (2 lanes in each direction) will not be changed by this project. However, the project will provide for minor widening (1 to 2 feet per travel lane) of existing lanes, and the construction of intersection improvements to facilitate existing and future traffic volumes.

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2. Center median to prohibit mid-block turning movements in selected areas, and;
3. Signalization of key intersections.

The beautification improvements are intended to carry forth the style and continuity of the recently completed Stockton and Broadway beautification projects. These improvements (landscaping, sidewalk, curb and gutter) have been completed along Stockton Boulevard south of 2nd Avenue. This project would complete these improvements from Broadway to Highway 50 at Stockton Boulevard.

b. Center Median: The project would create a center median to serve both as a landscaped area and as a left turn pocket area for the following intersections:

Proposed Left Turn Pockets (Exclusive Left Turn Lanes):

1. Left turn from Stockton Boulevard (SB) to 2nd Avenue;
2. Left turn from Stockton Boulevard (SB) to X Street;
3. Left turn from Stockton Boulevard (NB) to Colonial Way;
4. Left turn from Stockton Boulevard (SB) to Colonial Way;
5. Left turn from Stockton Boulevard (NB) to Miller Way;
6. Left turn from Stockton Boulevard (SB) to 39th Avenue;
7. Left turn from Stockton Boulevard (NB) to T Street;
8. Left turn from Stockton Boulevard (SB) to T Street.

Intersections Where Left Turns Will be Precluded by the Proposed Improvements:

1. Left turn from Stockton Boulevard to U Street;
2. Left turn from Stockton Boulevard to V Street;
3. Left turn from Stockton Boulevard to Sherman Way;
4. Left turn from Stockton Boulevard to 42nd Street;
5. Left turn from Stockton Boulevard to Y Street (both east and west).

The median would be approximately 11 feet in width and will be landscaped.

c. Sidewalk Areas: In addition to the landscaped median, the proposed project calls for the reconstruction of sidewalk areas to accommodate a 4 to 5 foot wide sidewalk abutting on the property line along with a 3'10" planter strip along the curb. The planter strip is widened by one foot to 4'10" at periodic intervals to allow adequate space for tree wells. At these intervals the sidewalk is reduced to 4 feet in width.

New street lights are also proposed.

d. Tree Planting: The project will require removal or relocation of 30 mature trees and nine smaller trees. Of these, nine of the trees can be relocated. A total of 175 new trees will be planted as part of the overall beautification effort. Sycamore or a similar species is proposed for the sidewalk areas and holly oak is proposed for the center median.

5. Right of Way Acquisition: Right of way acquisition will be necessary for the exclusive right turn movements onto "T" Street (SB and NB) and "Y" Street (NB) and for free right turn lanes at X Street (NB) and Colonial (NB). Finally, additional right of way may be necessary north of X Street along Stockton to provide an acceleration lane (NB) on Stockton Boulevard. All necessary rights-of-way are currently under site control by the University of California Regents. Demolition of structures within the right of way may be necessary for the "T" Street right turn maneuvers.

6. Traffic Signals: Traffic signals are proposed at Miller Way/39th Street and Colonial Way and X Street. Existing traffic signals will need to be reconstructed to accommodate the widening.

7. Underground Utilities: Related to this project, is the undergrounding of overhead utilities. To the extent possible, responsible agencies are attempting to coordinate the construction of this project with the undergrounding of utilities along Stockton Boulevard.

II. ENVIRONMENTAL SETTING:

The improvement area is located along the Stockton Boulevard frontage of the U.C. Davis Medical Center Facility. Stockton Boulevard is a major north-south connector.

III. DISCUSSION OF FINDINGS:

The following is a discussion of the determinations given for the various impacts assessed on the Initial Study checklist and the reasons for a determination that the project may not have a significant effect on

the environment.

1. Earth:

The proposed project will result in compaction and overcovering of soil to provide paving and proper drainage for the reconstructed sections of roadway. The subject site is designated for urban uses in the General Plan and is currently developed as a major four lane road. As such, the area is already compacted and overcovered. Additionally, no unique geologic features are known to occur on the site. The project is not expected to impact unique geological features or formations.

2. Air:

Traffic associated with the proposed project may result in emissions of various compounds which contribute to regional and local air quality problems. Sacramento is a non-attainment area for ozone, Carbon Monoxide and particulate matter under the provisions of the Federal Clean Air Act. Automobile traffic emissions are the largest single source of emissions contributing to non-attainment or excesses over standard for oxides of nitrogen (which contribute to the formation of ozone), carbon monoxide and hydrocarbons (Source: 1986-2006 Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR)). Carbon Monoxide is generally produced by high traffic volumes and congestion in localized intersections or road segments. An increase in ozone, carbon monoxide or particulate matter may result in a significant impact on the environment. Although the proposed project is designed to mitigate certain traffic conditions resulting from the U.C. Medical Center Long Range expansion, the project will result in changes in local traffic patterns which in turn could result in air quality impacts. As such, it is recommended that air quality conditions resulting from the proposed project be studied.

3. Water and Flood Hazard:

The proposed project is located in Zone X on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map. Zone X delineates an area of the City which has been determined to be located outside the 500 hundred year flood plain. Based in this mapping and analysis, it is not anticipated that the proposed project will expose people or property to the risk of flood injury or damage in the event of a 500 year flood or lesser event. These risks are considered to have a less than significant impact.

The proposed improvements are located in the section of the City currently served by the combined storm water and sewer system (combined system). The combined system area collects both storm water and wastewater in one collection system for transport to the Sacramento Regional Wastewater Treatment Plant (SRWTP). Because storm water is not separated from wastewater, the treatment capacity of the SRWTP may exceed particularly during heavy storm flows. As a result, the project drainage design will have to be in conformance with City design criteria and any additional fees or conditions required by the City to comply with the National Pollutant Discharge and Elimination System Permit.

4/5 Flora and Fauna:

The proposed project will impact existing street trees which line Stockton Boulevard between Broadway and Highway 50. Approximately, 30 trees will be removed by the project. The project proposes planting 165 new trees. Some of these trees may be relocated and others will be replaced. Because many of the trees to be effected by the project are large or mature trees, it is recommended that a full assessment of

the trees be conducted to determine the most meaningful mitigation measures to preserve trees.

6. Noise:

The proposed project is located in an area where traffic noise is expected to exceed 60 dB exceed the 60 dB. The project involves improvements to Stockton Boulevard which is an existing noise source. Stockton Boulevard noise levels are currently 67 dB Ldn and are expected to reach 68 dB Ldn at full "build-out" of the General Plan (SPGU, DEIR AA-14). The project site is also within an area of increased noise level contours due to the project's proximity to the Highway 50 corridor. Noise generation in the area is largely the result of existing conditions and it is not anticipated that the proposed project will introduce new permanent noise generators insofar as the proposed project will not add new traffic lanes or substantially increase traffic volumes. Short term construction related impacts should also be reviewed.

7. Light and Glare:

Standard street lighting will be installed which must meet City standards and must be designed to reduce unnecessary light or glare reflecting on surrounding property or vehicle operators in traffic.

8. Land Use:

The proposed project consists of design and roadway improvements consistent with the General Plan Circulation Element. The General Plan designates Stockton Boulevard as a major arterial to support development in accordance with the General Plan. Because the proposed project recommends changes in turning movements, existing traffic patterns may be diverted resulting in impacts on adjacent residential and commercial areas. Additionally, re-alignment of 2nd Avenue may also result in changes in local traffic patterns. As such, it is proposed that a complete analysis of traffic patterns and the relationship to land use be studied.

9. Natural Resources:

The proposed project is not anticipated to accelerate the use of natural resources or deplete non-renewable resources.

10. Risk of Upset:

The project is a street improvement project which does not directly contribute to the storage or upset of dangerous chemicals. The proposed project will result in a less-than-significant risk of upset.

11/12. Population/Housing:

The proposed project is not anticipated to alter the location or growth rate of the human population or generate any additional demand for housing.

13. Transportation/Circulation:

The proposed project may affect future traffic patterns on Stockton Boulevard and the nearby street system by altering existing turning maneuvers and by re-aligning 2nd Avenue. Currently, Stockton

Boulevard is designated a major arterial on the City's General Plan. The current Level of Service (LOS) on Stockton Boulevard between 2nd Avenue and Highway 50 is LOS A, and the LOS is projected to be LOS C under full build-out of the General Plan (SGPU DEIR pp. Y68-70). LOS A and C are acceptable levels of service; nonetheless, changes in local circulation patterns should be addressed to determine localized impacts on residential areas and commercial operations.

14-16. Public Services/Energy/Utilities:

The proposed project is consistent with the General Plans which projection for public services, energy and utilities are made. In addition, the proposed project, in and of itself, will not increase or redistribute population resulting in an increased demand for public services. The proposed project will have a less-than-significant impact on these services.

17. Human Health:

The proposed project does not pose any direct risks to human health and safety.

18. Aesthetics:

The project is intended to beautify the Stockton Boulevard corridor by continuing the existing approved landscape themes recently developed on Stockton Boulevard south of Broadway.

19. Recreation:

The proposed project will not impact recreational resources or open space areas.

20. Cultural Resources:

The subject site is not located in a Primary Impact Area as defined by the SGPU (DEIR, pg. V-5). Additionally, the subject site is currently developed as a four lane arterial; the site is highly disturbed. The proposed project is expected to result in less-than-significant impacts on cultural resources.

ATTACHMENT C: PROPOSED SCOPE OF WORK

**ATTACHMENT C
OUTLINE AND SCOPE OF WORK FOR
STOCKTON BOULEVARD IMPROVEMENTS**

PREFACE

Outlined below are the proposed topics of discussion and analysis to be included in the Stockton Boulevard Improvements EIR. The outline discusses topics which are required by the California Environmental Quality Act (CEQA) as well as project specific issues which have been identified by the City of Sacramento.

PROJECT DESCRIPTION

Description of the proposed project and its characteristics (including mapped information of the project), and a description of the environment in the vicinity of the project site as it exists prior to commencement of project. The project includes the widening and beautification of Stockton Boulevard between Broadway and Highway 50 and the realignment of 2nd Avenue to the east of Stockton Boulevard to align with the current alignment of 2nd Avenue west of Stockton Boulevard.

SUMMARY OF FINDINGS

Discussion of all phases of the project as outlined in Section 15126 of the CEQA Guidelines.

1. The significant environmental impacts of the proposed project
2. Any significant environmental effects of the proposed project which cannot be avoided if the proposal is implemented.
3. Mitigation measures proposed to minimize the significant effects. Mitigation measures should be developed that can reasonably be expected to reduce significant adverse impacts of development to a less significant level. The expected reduction of impacts should be quantified in the text of the report. Mitigation measures shall be specific and shall be written to be incorporated into a monitoring program.
4. Alternatives: Evaluate the alternatives as provided by the City. The purpose of

the evaluation of the alternatives is to provide decision-makers with a summary assessment of the comparative effects of each of the alternatives, focusing on the significant, unavoidable impacts, both short- and long-term, and on mitigation measures to such impacts. The evaluation of alternatives shall compare key impacts such as traffic/circulation, air and visual quality impacts to the City. Provide a summary table containing a comparative evaluation of the impacts and mitigation of each of the alternatives. Complete the comparative evaluation utilizing adopted City policies on an order-of-magnitude basis. The specific alternatives to be evaluated are:

- A. No-Project - The project would not be pursued and Stockton Boulevard and Second Avenue would remain in their current alignment and configuration.
 - B. Stockton Boulevard Improvements without Realignment of Second Avenue: This alternative would include all of the improvements along Stockton Boulevard as proposed but would not include any improvements to Second Avenue. (See Figure 1 Existing Alignment of Second Avenue)
 - C. Stockton Boulevard Improvements with Second Avenue Aligned to the West of Stockton Boulevard: The proposed project includes realignment of Second Avenue, however, the area to be realigned is located east of Stockton Boulevard in an area which currently traverses the Medical Center Campus. This alternative would align Second Avenue to the west of Stockton Boulevard. (See Figures 2 and 3 proposed alignments, east and west respectively, of Second Avenue).
 - D. Alternative Cross Section Miller Way to T Street along Stockton Boulevard: This alternative considers an alternative cross section between Miller Way and T Street. The alternative cross section is reduced in width to conform to the existing curb line in order to preserve several mature trees in this area. Both travel lanes and the median strip are reduced under this alternative.
Bike travel and certain turning movements may be restricted by the reduced lane widths.
5. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.
 6. Any significant irreversible environmental changes which would be involved in

the proposed project should it be implemented.

7. The growth-inducing impacts of the proposed project.

ENVIRONMENTAL ASSESSMENT

Each of the following focused subject areas will be assessed in the EIR utilizing existing conditions as the base.

1. **Land Use, Zoning, and Adopted Plans**

- A. Review of appropriate plans and policies of the City General Plan, the Oak Park Redevelopment Plan, the U.C. Davis Medical Center Long Range Development Plan (LRDP) and other appropriate plans or policies affecting existing and planned land uses in the study area of the proposed project. Discuss consistency of project with land use and circulation policies contained in these plans.
- B. Identify and map projects which are existing, approved, and planned with the U.C. Medical Center Campus and along Stockton Boulevard in order to identify cumulative land use changes in the area.
- C. Assess the relationship of the proposed project to other existing and planned development within the project study area and evaluate the overall effects of the development on the character of the study area. This section will describe the changes in land use patterns and potential conflicts between different types of land uses that might result from the project. In particular, this analysis should focus on the effect of potential traffic impacts on adjacent residential neighborhood areas.

2. **Transportation/Circulation**

- A. Review existing City traffic reports for current baseline data. Describe the existing transportation system in terms of roadways, bikeways, pedestrian connections and public transit. Develop methodologies and models to estimate future traffic volumes and estimates of trip generation and distribution. Contact all appropriate agencies and collect data relevant to the traffic assessment.

- B. Analyze shifts in traffic patterns caused by the project and the alternatives. Traffic Engineering staff shall review and approve the computer model, roadway network, traffic zones, traffic generation rates and other assumptions for the study area, including each development alternative, prior to running the traffic projections for average daily trips (ADT, AM and PM peak traffic volumes). Traffic counts should be conducted, if necessary, at all key intersections.

The following street segments and intersections are proposed to be analyzed:

Intersections:

Stockton Boulevard and Broadway
Stockton Boulevard and 2nd Avenue
Stockton Boulevard and Miller Way and 39th Street
Stockton Boulevard and T Street
2nd Avenue and 49th and 50th Streets
Broadway and 49th Street (with 2nd Avenue Improvements)
Broadway and 50th Street (with 2nd Avenue Improvements)

Street Segments:

Stockton Boulevard between Highway 50 and Broadway
2nd Avenue between Stockton Boulevard and Miller Way
2nd Avenue between Stockton Boulevard and 49th/50th Streets

- C. Analyze existing and future truck traffic and the impact, and necessary improvements to accommodate both Medical Center and commercial truck traffic on the project street system. In particular, an analysis of left and right turn movements needs to be conducted.
- D. Analyze bicycle and pedestrian safety concerns as applied to existing conditions and proposed alternatives.
- E. Analyze on-street and off-street parking related impacts as applied to businesses currently located on Stockton Boulevard. Consider also, pending or proposed project impacts. Identify the impact of changes in turning movements (restricted left turn movements) on commercial business in the area.
- F. Provide a summary of trip distribution based on existing traffic modified to reflect cumulative development. Utilize information from past studies in the area if applicable.

- G. For all the alternatives analyzed above, study cumulative long range traffic impacts by assuming the 2010 build out condition as provided by the City's General Plan and the U.C. Medical Center Long Range Development Plan (LRDP).
- H. Quantify the traffic generated for both existing conditions and the development scenarios on current and proposed street systems, intersections, and interchanges.
- I. Provide alternative circulation conditions to be studied using the traffic model including, but not limited to, the existing traffic base, the proposed project and the four alternatives.
- J. Develop mitigation measures for traffic impacts including traffic signal installation, intersection and roadway improvements, roadway signing and striping modifications, and transit improvements (bus shelters). Quantify the costs associated with the suggested mitigation measures. If recommended mitigations are determined to be too costly, interim measures should be suggested to forestall or minimize identified impacts.

3. Air Quality

- A. Estimate area-wide ozone precursor emissions (hydrocarbons and oxides and nitrogen) for the alternatives using VMT estimates from the traffic assessment and vehicle emission rates from EMFAC 6-D or EMFAC 7.
- B. Utilize CALINE-4 to model carbon monoxide levels at build out conditions for four intersections depicting severe congestion and high traffic volumes (as indicated by traffic assessment). Air quality modeling shall be performed for each of the alternatives and shall reflect traffic volumes associated with each alternative, levels of congestion, and carbon monoxide generation.
- C. Discuss extrapolation of modeling results to other congested intersections in the study area or other critical intersections/interchanges.
- D. Compare predicted carbon monoxide levels with the State and Federal standards; identify effects on the Non-Attainment Plan for carbon monoxide; prepare analyses of the projects' relationship and conformity to

adopted measures to achieve attainment of the Federal ambient air quality standards under the Clean Air Act as contained in the State Implementation Plan.

- E. Evaluate the PM-10 vehicular emissions that will result from the additional traffic generated by the project. Evaluate the PM-10 generated by stirring of road dust as a result of this project. Evaluate PM-10 generated during construction.
- F. Outline feasible mitigation measures, including features such as mass transit, which can reduce potential air quality impacts within the study area and regionally, and obtain State and Federal air quality standards. Develop feasible mitigation measures for air quality impacts, including those set forth in the Sacramento Air Quality Plan. Discuss the effectiveness and feasibility of each mitigation measure.

4. Noise

- A. Identify all sensitive noise receptors in the project vicinity.
- B. Determine existing and estimate future noise levels for Stockton Boulevard and 2nd Avenue.
- C. Evaluate noise levels generated by the project with respect to standards defined in the City's General Plan Noise Element.
- D. Define project-related construction noise impacts with respect to duration, nature, and level for various activities associated with the projects' development.
- E. Recommend appropriate noise abatement measures for short-term construction noise and long-term noise levels resulting from daily operations.

5. Trees and Urban Landscape:

- A. Analyze, list and quantify the species type and size to be removed or replaced by the proposed project and alternatives.
- B. Review proposed plantings for consistency with existing improvements,

contribution to the streetscape and canopy; drought tolerance and maintenance considerations.

- C. Recommend feasible mitigation measures to preserve or enhance mature street trees including moving (versus removal) of mature trees; standards for construction work to minimize impacts on root and branch systems; and planting standards for replacement trees.