

CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT	MORTON & PITALO, 1430 Alhambra Boulevard #200, Sac., CA 95816				
OWNER	BROPHY DEVELOPMENT CO. 5620 Birdcage St. #150, Citrus Heights, CA 95810				
PLANS BY	MORTON & PITALO, 1430 Alhambra Boulevard, #200, Sac., CA 95816				
FILING DATE	2/24/88	ENVIR. DET.	Neg Dec	REPORT BY	DH:vf
ASSESSOR'S PCL. NO.	237-0200-08,53,54,83				

- APPLICATION:
- A. Negative Declaration
 - B. Special Permit to develop a 101 unit mobile home park on 14+ vacant acres in the R-2A zone.
 - C. Lot line adjustment to merge four vacant lots into one lot of 14+ acres.

LOCATION: South side Jessie Avenue at south end of May Street, north of Interstate 80

PROPOSAL: The applicant is requesting the necessary entitlements to develop a 101 unit mobile home park.

PROJECT INFORMATION:

General Plan Designation:	Residential-Medium Density 16-29 du/acre
1984 North Sacramento Community Plan Designation:	Medium Density Residential 7-15 du/acre
Existing Zoning of Site:	R-2A
Existing Land Use of Site:	Vacant with exception of city sump station 144

<u>Surrounding Land Use and Zoning:</u>	<u>Setbacks:</u>	<u>Required</u>	<u>Provided</u>
	North: Single Family; R-1	Front: 25'	To be shown
	South: Interstate 80; TC	Side(Int): 15'	
	East : Vacant and Single Family; R-2A	Side(St): 15'	
	West : Single Family; R-2A	Rear: 15'	

Parking Required: 101 Spaces

Parking Provided: 101 Spaces, plus vehicle storage, 11 spaces; recreation building, 11 spaces

<u>Property Dimensions:</u>	Irregular
<u>Property Area:</u>	14.1+ acres
<u>Density of Development:</u>	7.2 d. u. per acre
<u>Square Footage of Building:</u>	None provided
<u>Topography:</u>	Flat
<u>Street Improvements:</u>	To be provided
<u>Utilities:</u>	To be extended

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning:

The subject site consists of four vacant lots totaling 14.1+ acres located in the Multiple Family (R-2A) zone. The site is located south of Jessie Avenue at the south end of May Street north of Interstate 80. The 1984 North Sacramento Community Plan designates the site for medium density residential 7-15 du/acre. The applicant's revised mobile home park layout of 101 lots results in a density of 7.16 units per acre, consistent with the Community Plan. Adjacent land uses include single family to the north with vacant or partially developed large single family lots to the east and west and Interstate 80 freeway corridor to the south. May Street extends into the subject site and will require a separate abandonment request action by the Planning Commission and City Council.

B. Project Description:

The applicant is requesting a special permit to develop a 101 unit mobile home park on 14+ acres. Concurrently, the applicant is requesting merger of four parcels under his ownership. The City owned parcel containing sump pump 144 is required to have access provided to it and its 84 inch underground pipes reserved in easements which run through the site. Sacramento Municipal Utility District Utility Easements cross the southern property and will require easements shown on the site plan.

Included on the site plan are a recreational area showing a pool and recreation building, visitor parking spaces scattered throughout the site, a storage area for recreational vehicles, and a 25 foot landscaped setback along Jessie Avenue with six foot high solid masonry wall. The City's Environmental Division required a noise study which identified the need for a sound wall ranging in height from eight ft. to sixteen ft. adjacent to the freeway right-of-way canal. The applicant has agreed to construct the south wall along the south property line.

Between the south property line and the freeway right-of-way, a 50 foot wide drainage canal easement and channel are constructed. The canal property is owned by the city and operated by City Flood Control and Sewer Division. The south wall will be constructed adjacent to this easement.

C. Mobile Home Home Park Design and Layout

The following comments are designed to further refine and enhance the mobile home park design.

1. Street pattern: The main entrance off Jessie Avenue may require redesign to follow the location of existing water, sewer or storm drainage facilities. If this is necessary, the redesign of lots along May Street into the mobile home park will be required and wherever the 84 inch storm drainage line exists.
2. Lighting - No street lighting plans were shown. Street lights along Jessie Avenue will be required with street improvements. Interior street lights should be electrolier type fixtures and not flood lights.
3. Fire water supply - Two fire hydrants should be shown on the site meeting the approval of the Fire Marshall's Office. Water supply of 1,000 gallons per minute is required for residential development.
4. Jessie Avenue Street Improvements - Standard curbs, gutter and sidewalks with standard half street will be required on the south side of Jessie Avenue the length of the project. The revised site plan shall show the locations of street improvements after dedication of additional right-of-way. Twelve feet of pavement will be required on the north side of the Jessie Avenue center line.
5. Utility Easements - The revised site plan should show all utility easements including any in May Street and SMUD's easement along the south property line. Any walls or structures will be required to observe the easements.
6. Signage - Staff recommends that one mobile home park identification sign be allowed at the entrance, not two as shown. The sign should be externally illuminated and not internally illuminated which would provide glare onto neighboring residential uses. Staff recommends that a detailed signage program be reviewed and approved prior to issuance of sign permits by the Planning Director. No freeway oriented signs are to be allowed.
7. Emergency access - The secondary access should be fenced with a decorative wrought iron gate with a pass key given to the Fire Department for emergency use. The applicant wishes to retain one entrance to control security into the park.
8. May Street Abandonment - May Street south of Jessie Avenue is a public dedicated right-of-way. Prior to approval of building permits, the City Council must approve abandonment of May Street. If not, the portion of May Street on the site will be required to be constructed to city standards. Staff recommends the applicant receive approval of the abandonment of May Street prior to issuance of permits for the mobile home park.

9. Plot Plan - Staff notes that the plot plan provided by the applicant for a typical 50 x 80 foot space is not drawn to scale. Staff recommends that detailed plot plans for each space be prepared showing the placement of single, double or triple wide units observing the required setbacks and landscape easements and utility easements. This master plot plan is to be prepared as part of the building permit package submitted to the State and City Building Inspection Divisions. Placement of mobile homes will be required to observe all easements.
10. Recreation Area - Staff has not reviewed plans or elevations of structures to be provided at the recreation area. Staff recommends that prior to issuance of building permits, the Planning Director review and approve location, elevations and floor plan for the recreation building, pool and other facilities.
11. Visitor Parking - All guest or visitor parking should be clearly marked. Where visitor parking abuts a mobile home space, a four foot planter strip or fence should be provided a minimum of four feet in height to prevent headlights or vehicle exhausts from creating a nuisance.
12. East and West Property Line Fence - Staff recommends a six foot solid board fence along the east and west property lines.
13. Freeway Sound Wall Design and Landscaping - The applicant has agreed to construct a solid sound wall along the south property line. Placement of the wall will require observation of any underground utility line placement. Staff has recommended a decorative treatment to the wall which would breakup the monotony. Suggested is the use of banding of split face block with smooth or ribbed faced block wall. Also pillar accents on 10 or 20 foot centers with trim cap on the top of wall are suggested. A third or more costly alternative is to stagger the wall with two foot changes alternating at each change in wall height.

Staff recommends the applicant prepare detailed wall profile and elevations and placement drawings for the review and approval of the Planning Director prior to issuance of building permits.
14. Sump Pump 144 - The city storm drain sump pump 144 contains two large electric motors used during peak storm flows so that when they run, noise is generated. Staff recommends that the sound wall be relocated from the south property line to run around the sump pump perimeter so that noise generated from the pump motors are shielded from the mobile home park residents. Staff does not see the need to retain the wall along the south property line adjacent to the pump site if the wall is relocated. Staff also recommends landscaping on the interior side of the wall around the sump pump adjacent to the street.

15. Jessie Avenue Landscaping and Wall Treatment - The 25 foot wide landscape setback along Jessie Avenue should have a minimum three to four foot high undulating berm with lawn. Shrubbery should be shown adjacent to the wall. Street trees ranging in size from five and 15 gallon specimen size should be planted at a density of one tree per 20 feet of lineal street frontage with clustering. A detailed landscaping and irrigation plan should be reviewed and approved by the Planning Director prior to issuance of building permits.
16. Storage Lot A Screening - Staff notes that the proposed storage lot A does not show fencing. Staff recommends a solid view obscuring fence be constructed around the site with gates adjacent to the street to provide security. The parking area is to be paved with an all-weather surface. Staff recommends relocating the storage area to be near the recreation facility so that the storage area would provided a buffer from the noise associated with the swimming pool.

D. Subsequent Permits:

The State of California regulates mobile home parks so a state permit will be required. The applicant is also required to receive approval for the abandonment of May Street. The merger request must be completed after the abandonment of May Street by the City Council so that the right-of-way is incorporated into the legal description of the new lot. Also, the reservation of any public utility easement is required to be shown on the certificate of compliance.

E. Lot Line Merger:

Staff circulated the request for merger of the proposed mobile home park's four lots and received the following comments from the City Engineer.

1. Pay off or segregate existing assessments;
2. Show all easements;
3. File certificate of compliance and parcel map waiver; and
4. Prior to filing for certificate of compliance, May Street is to be abandoned south of Jessie Avenue and shown as part of the merger property.

Staff recommends approval of the special permit and lot line merger subject to conditions

AGENCY COMMENTS: The following Departments reviewed the project and have provided the following comments:

Engineering Division:

1. An existing 84 inch storm drain extends under parcels 45 to 50 and 56 to 61. No dwellings shall be placed above the storm drain. Easements are required.
2. Coordinate sewer with County Sanitation District and City Water and Sewer Division.
3. On-site water and drain systems to be private.
4. Observe all existing easements for city water, sewer or storm drainage facilities throughout the site.
5. Clear access to east end of sump 144 is required to the satisfaction of Flood Control and Sewer Division.
6. Show SMUD easement along the south property line.
7. Standard improvements on Jessie Avenue to include 27 feet half-section south side and 12 feet of pavement on the north side of Jessie Avenue.

Fire Department:

1. Need at least two access points for emergency vehicles.
2. Two on-site fire hydrants will be required with standard type six inch lateral (fire flow is required to be 1,000 gallons per minute).

Traffic Engineering:

1. Provide two access points to the mobile home park.
2. Dedicate Jessie to a 54 foot right-of-way and construct standard improvements.
3. Extend Jessie Avenue to project boundary to the east with a 12 foot lane on the north side.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project as proposed will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070 (B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated the

following mandatory mitigation measures into the project plans to avoid identified effects or to mitigate such effects to a point where clearly no significant effects would occur:

1. All windows sliding glass doors should be weatherstripped or mounted in low air-infiltration design frames meeting ANSI air infiltration standards. Windows and sliding glass doors facing the highway should provide a Sound Transmission Class (STC) rating of at least 30.
2. All exterior doors, including rear or utility room doors, should be 1-3/4 inch minimum thickness foam injected or solid wood. Weatherstripping around doors should be a compressible vinyl type and should be well fitted.
3. Air conditioning or other suitable means of ventilation will be provided to allow occupants to close doors and windows for the required acoustical isolation.
4. Noise barriers should be provided as illustrated in Figure 2. Specifically, an eight foot high wood barrier should be provided from Lot 20 to the west edge of Lot 45. Lots 45 and 46 should be provided with a 10 foot high barrier. Lots 47 and 48 should have a 12 foot barrier and should be provided for Lots 63-67. The barrier at Lot 68 should be 10 feet high. Lots 69-71 and 86-87 should be provided with an eight foot barrier. All barrier heights are relative to pad elevation. The barrier is to be located along the south project boundary as illustrated in Figure 2.
5. Barrier materials must be airtight and massive, with no significant gaps in construction. Suitable materials for barriers include masonry block, precast concrete panels and 1-1/2 inch wood with caulked overlapping joints. Other architectural materials may be suitable, if reviewed by a qualified acoustical consultant.
6. Mobile homes constructed prior to 1980 shall be prohibited from occupying Lots 20, 45-71 inclusive, 86 and 87.
7. Prior to the issuance of a final inspection, the applicant shall contract with the City Planning division to prepare on-site noise measurements to monitor the effectiveness of the constructed noise barriers. If such barriers are not as effective as proposed, the applicant shall remedy any deficiency prior to the issuance of a final inspection.

Noncompliance with, or deletion of any of the above mitigation measures by any party will require the project to be reprocessed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact due to the development of the project, additional mitigation measures may be required, or the applicant may

be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than a significant level through mitigation (refer to Exhibit C - discussion of Initial Study - Brophy Mobile Home Park).

STAFF RECOMMENDATION: Staff recommends the Commission take the following actions:

- A. Ratify the Negative Declaration;
- B. Approve the special permit subject to conditions and based upon findings of fact which follow; and
- C. Approve the lot line adjustment to merge four lots by adopting the attached resolution.

Conditions - Special Permit:

1. The applicant shall prepare a revised mobile home park site plan for the review and approval of the Planning Director prior to submittal to the State Department of Housing and Community Development. The revised site plan shall show the following modifications:
 - a. May Street access south of Jessie Avenue is to observe the 84 inch storm drain line. No mobile home or structure are to be placed over the storm drain pipe easement;
 - b. street lights will be required along Jessie Avenue. Interior street lighting should be electrolier type fixture;
 - c. fire hydrants locations and water supply are to be reviewed and approved by the Fire Marshall's Office. A minimum of two hydrants are to be provided on-site;
 - d. the revised site plan shall show all utility easements. Any structures including walls or fences shall respect the easements;
2. Standard street improvements along Jessie Avenue shall be required to the satisfaction of the City Engineer;
3. A detailed signage program shall be reviewed and approved by Planning staff prior to issuance of sign permits. One entrance identification sign is recommended. No signs shall be oriented to be viewed from the freeway;
4. The secondary emergency access shall be designed with a decorative wrought iron gate with a pass key or similar device provided to the Fire Department to allow emergency access;

5. The abandonment of May Street shall be approved prior to issuance of permits for the mobile home park;
6. Detailed plot plans drawn to scale shall be shown for each pad showing observation of setbacks and easements;
7. Detailed elevations, floor plans and uses for the recreation area buildings shall be reviewed and approved by the Planning staff prior to issuance of building permits;
8. Guest or visitor parking is to be clearly marked; where visitor parking abuts a mobile home space, a four foot planter strip with shrubbery or a four foot high solid board fence should be shown to prevent headlights or vehicle exhausts from creating a nuisance;
9. The east and west property lines shall be fenced with a six foot high solid board fence.
10. Detailed elevation and footing plans for the placement of the sound wall shall be reviewed and approved by the Planning Director. Landscaping is encouraged along the south side of the wall;
11. Fencing around the sump pump 144 shall be designed to be sound attenuating. Staff recommends the eight foot high sound wall along the south property line adjacent to the sump pump be relocated to surround the pump site with landscaping;
12. Jessie Avenue landscape treatment shall include a 25 foot wide landscape strip with three to four foot high undulating berms, covered with lawn and with shrubbery adjacent to the six foot high masonry wall and street trees planted at a density of one tree per 20 linear feet of frontage with clustering recommended. Size of trees shall be a 50 percent mix of five gallon and 15 gallon specimen size trees, evergreen and deciduous;
13. The vehicle storage area shall be screened by a solid board or view obscuring fence six feet in height with security gates. The parking area is to be paved. All guest or visitor parking areas are to meet the 50 percent tree shading requirement. The vehicle storage area is recommended to be relocated to either closer to the sump pump or by the swimming pool to provide a noise buffer;
14. The setbacks of individual mobile home spaces shall conform to the Zoning Ordinance Standards for trailer parks, including a 15 foot rear yard areas;

15. The applicant shall comply with the noise attenuation mitigation measures listed in the Negative Declaration for P88-112. A follow up sound study after construction of the wall shall be completed to the satisfaction of the City Environmental Review Coordinator;

Findings of Fact - Special Permit:

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. the project will not impact surrounding existing or proposed development; and
 - b. adequate landscaping will be provided;
 - c. adequate access will be provided.
2. The project, as conditioned, will not be detrimental to public health, safety or welfare or result in the creation of a nuisance in that:
 - a. adequate space will be established for each mobile home unit;
 - b. parking for each unit will be provided on each pad; and
 - c. adequate vehicle access and landscaping will be provided;
 - d. adequate noise attenuation will be provided for residents.
3. The project, as conditioned is consistent with the General Plan and 1984 North Sacramento Community Plan in that the site is designated for medium density residential (16-29 du/na) and medium density residential (7-15 du/ac) respectively and the project, at 7.2 units per acre, is consistent with the plan designation.

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY PLANNING COMMISSION

ON DATE OF

**APPROVING A LOT LINE ADJUSTMENT TO MERGE FOUR LOTS
LOCATED ON THE SOUTH SIDE OF JESSIE AVENUE AT THE
SOUTHERN END OF MAY STREET NORTH OF INTERSTATE 80
(APN: 237-0200-08,53,54,83)
(P88-112)**

WHEREAS, the Planning Director has submitted to the Planning Commission a report and recommendation concerning the lot line adjustment for property located at the south side of Jessie Avenue at the south end of May Street, north of Interstate 80; and

WHEREAS, the lot line adjustment has been given a Negative Declaration by the Environmental Coordinator; and

WHEREAS, the lot line adjustment is consistent with the General Plan and 1984 North Sacramento Community Plan; and the proposed merger conforms with the Plan Designation;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Sacramento:

that the lot line adjustment for property located at the south side of Jessie Avenue, south end of May Street, north of I-80, City of Sacramento, be approved as shown and described in Exhibits A and B attached hereto, subject to the following conditions:

- A. Pay off or segregate existing assessments;
- B. Show all easements;
- C. File Certificate of Compliance and parcel map waiver;
- D. Abandon May Street south of Jessie Avenue prior to filing certificate of compliance and show former street as merged property.

CHAIRPERSON

ATTEST:

SECRETARY TO CITY PLANNING COMMISSION

EXHIBIT A

All that certain real property situate in the County of Sacramento, State of California, being a portion of Lots 50 and 51 as shown on the plat of Subdivision of Section No. 11 of the Rancho Del Paso as recorded in the Office of the Recorder of Sacramento County in Book 14 of Maps, Page No. 5, described as follows:

Beginning at the northwest corner of said Lot 51; thence from said point of beginning N 89°02'30" E 1320 feet to the northeast corner of said Lot 50; thence S 01°46'30" E 369.08 feet; thence S 77°30'00" W 886.34 feet; thence N 07°41'15" W 29.61 feet; thence N 66°04'48" W 15.26 feet; thence N 07°41'15" W 27 feet; thence S 82°18'45" W 50 feet; thence S 86°23'53" W 70.18 feet; thence S 07°41'15" E 70 feet; thence S 80°31'17" W 125.06 feet; thence N 01°46'30" W 637.81 feet to the point of beginning. EXCEPTING THEREFROM the south 50 feet of the north 372 feet of the west 120 feet of said Lot 50. Containing 14.01 acres more or less.

P88112

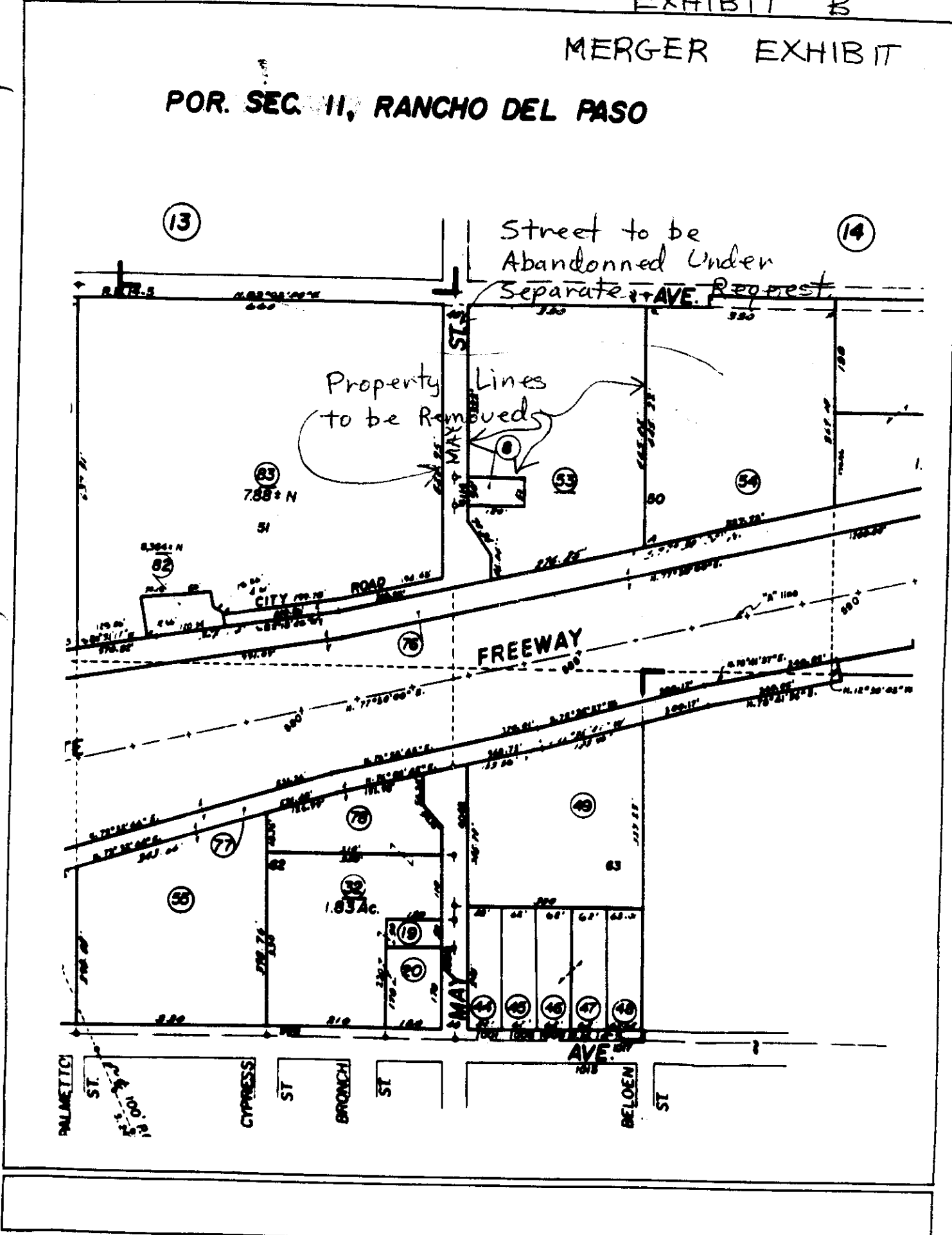
P-88-112

1-26-89

item 37

MERGER EXHIBIT

POR. SEC. II, RANCHO DEL PASO



13

14

Street to be Abandoned Under Separate AVE. Request

Property Lines to be Removed

FREWAY

PALMETTO ST

CYPRESS ST

BRONCH ST

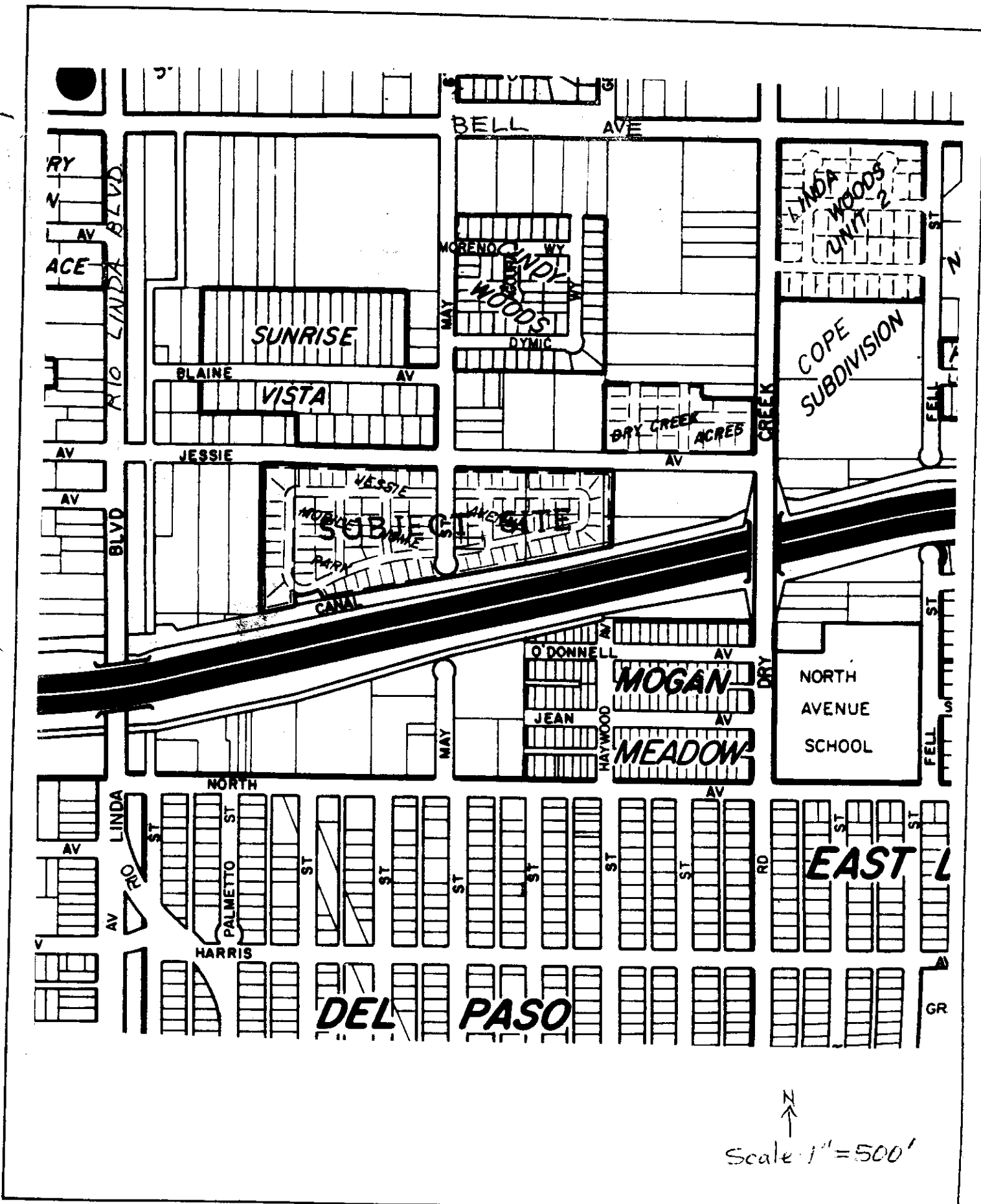
ST

MAY ST

AVE.

BELDEN ST

ST



VICINITY MAP

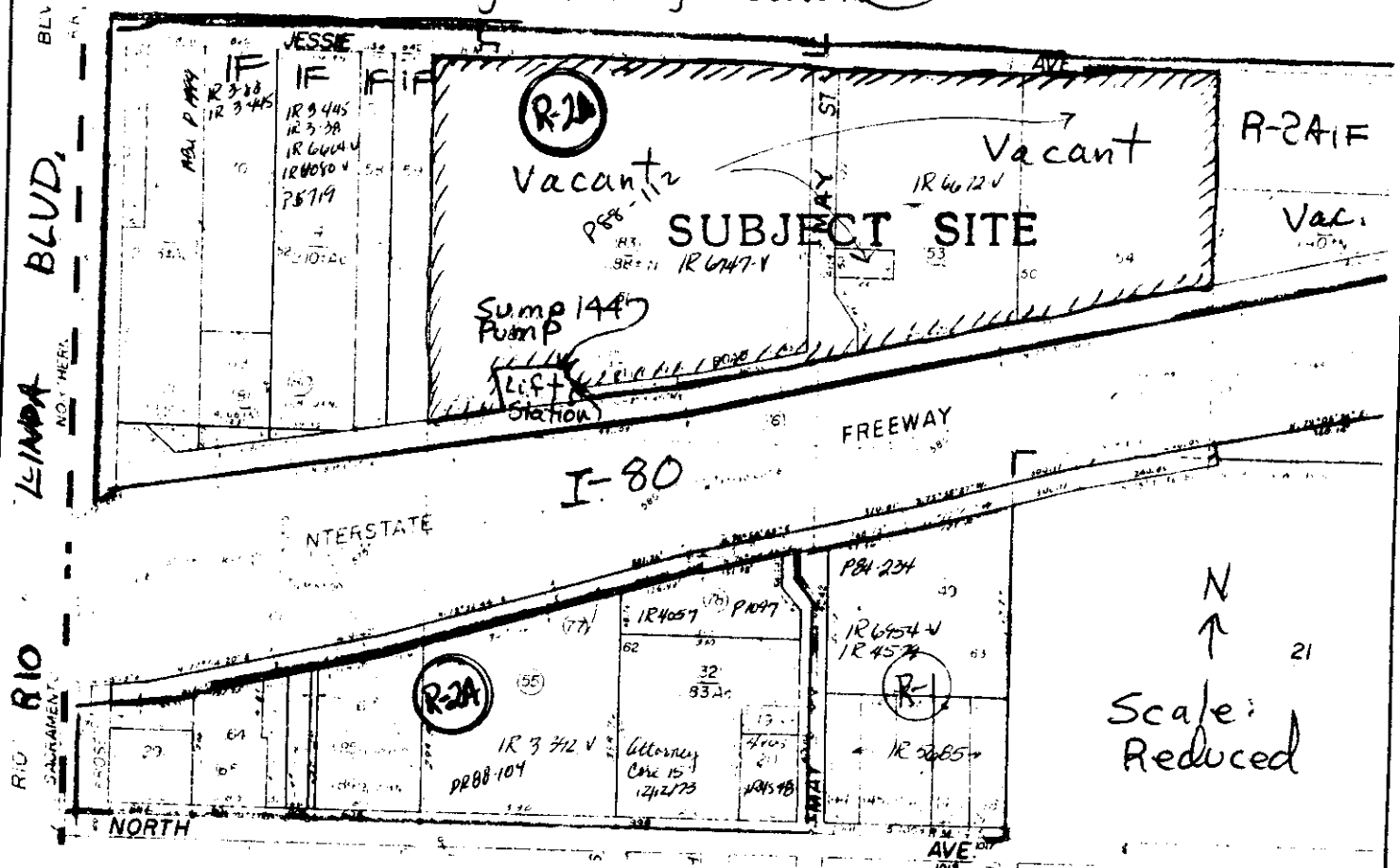
P-88-112

1-26-89

item 2

(R-1)

Single Family Residential (R-1)



LAND USE & ZONING MAP

P-88-112

1-26-89

item 33

Exhibit C
Discussion of Initial Study
Brophy Mobile Home Park
P88-112

Project Description:

Morton & Pitalo is requesting the necessary entitlements from the City of Sacramento to allow the development of a 101 unit mobile home park on 14.01 undeveloped acres in the Multi-Family (R-2A) zone in the north Sacramento community of Sacramento. The applicant proposes a 101 space mobile home park, together with a recreation center and storage area for use by residents. The site is designated for Medium Density Residential Uses in the 1986-2006 General Plan. The proposed use requires a Special Permit.

Environmental Effects

6. Noise: The City-wide Noise Study prepared for the 1986-2006 General Plan identifies the project site as an area subject to potentially severe noise levels. Specifically, the noise study identifies noise levels on the project site in excess of 60 dB Ldn, generated mostly by traffic on the adjacent Interstate 80 freeway.

The noise levels identified above are in excess of those defined as "Normally Acceptable" in the General Plan Noise Element. The Noise Element requires that an acoustical study shall be prepared for any project which would be exposed to noise levels in excess of those shown as normally acceptable. This acoustic study sets forth sources of noise, its characteristics, and imposes mitigation measures to reduce noise to normally acceptable levels.

In compliance with the above policy, the applicant has prepared an acoustic report which is summarized below:

A. Acoustic Report Background

The City of Sacramento Noise Element establishes a land use compatibility criterion of 60 dB Ldn for exterior noise levels in the outdoor activity areas of residential uses, which is intended to provide an acceptable noise environment for outdoor activities. In addition, an interior noise level criterion of 45 dB Ldn is applied to residential land uses. The intent of this standard is to provide a suitable environment for indoor communication and sleep.

B. Evaluation of Existing and Future Noise Environment

Continuous 24 hour noise measurements were conducted adjacent to the project site from May 31 through June 3, 1988. The measurement site was located approximately 770 feet from the centerline of I-80 at 1025 Jessie Avenue. The average noise level for the measurement period was 66.5 dB

Ldn. Predicted existing I-80 noise levels at this location reasonably agree with the measured values but the data indicate that the noise environment is influenced by other sources such as operations at McClellan Air Force Base.

According to the McClellan AFB Comprehensive Land Use Plan, the project site is located between the 60 and 65 dB CNEL contours. According to the City Noise Element, the project site is not considered to be significantly impacted by noise from these aircraft operations.

A noise model was utilized in order to predict future noise levels on the project site. To calibrate the model, short-term noise measurements and concurrent traffic counts were conducted at four locations on the project site on June 6, 1988. The noise measurement results were compared to the model results by entering the observed traffic volumes, speed and distance as inputs to the model. The results of this comparison are shown by Table I. The model was found to reasonably predict traffic noise levels for the receiver location which was at grade with the roadway.

**TABLE I
COMPARISON OF NOISE MODEL TO MEASURED NOISE LEVELS
Interstate 80**

Site	Vehicles/Hr.			Posted Speed	Distance (Feet)	Measured Leq	FHWA Model Leq*
	Autos	Med.Trk.	Hvy.Trk.				
1	4296	100	224	55 mph	175	66.0 dBA	69.4 dBA
2**	4000	76	260	55 mph	175	69.5 dBA	69.4 dBA
3	4000	76	260	55 mph	175	71.3 dBA	69.4 dBA
4	4295	100	224	55 mph	175	66.6 dBA	69.4 dBA

* - "Soft" site

** - Site at grade with roadway

The elevation of Interstate 80 increases from 12 feet below project grade at the east project boundary to 15-20 feet above grade at the west project boundary near the Rio Linda overcrossing. The changing highway elevation increases the complexity of the noise modeling procedure. Sites 1 and 4 were partially shielded from I-80 traffic by depressed and elevated roadway segments, respectively. Measured noise levels at these sites were correspondingly lower than those predicted by the Noise Model, as shown in Table I. Site 3 was approximately 5 feet below centerline elevation, and received noise levels 1.9 dBA higher than predicted by the FHWA model. Site 2 was at grade with the highway and noise measurements there agreed with the FHWA model predictions.

An adjustment was applied to predicted future levels at sites 1, 3 and 4 to compensate for varying exposure to I-80. No adjustment was required for site 2, where the shielding provided by the depressed segment was offset by the increased exposure provided by the elevated segment.

Traffic data were obtained from Caltrans to determine existing and predicted future traffic volumes and truck mix percentages for Interstate 80. The day/night traffic distribution was assumed to be 65%/35% to correspond with the 24-hour noise measurement results, and truck mix was reported to be 2.8% medium trucks and 5.7% heavy trucks. The Average Daily Traffic (ADT) for I-80 for future conditions (Year 2008) was assumed to be 121,450 vehicles based upon a traffic volume increase of 3.5% per year. Vehicle speed on I-80 was assumed to be 55 mph to match the posted speed. The Noise Model was then used to calculate predicted noise levels in terms of Ldn. The results of using the model for receivers nearest I-80 are given in Table II.

TABLE II
PREDICTED TRAFFIC NOISE LEVELS

Interstate 80

Lot#	Distance (feet)	Level dB, dn			Total
		Autos	MT	HT	
90	175	70.9	62.9	69.9	73.8*
83	175	73.4	65.3	72.4	76.3
61	175	75.3	67.3	74.3	78.2*
45	205	69.6	61.5	68.6	72.5*

* Includes a correction for elevated or depressed highway segments.

C. ANALYSIS:

Exterior noise levels resulting from traffic on I-80 are predicted to be in excess of the City of Sacramento Noise Element standard of 60 dB Ldn. The calculated noise contours show that all of the lots would be exposed to future noise levels greater than 65 dB Ldn. This analysis will address the objective of achieving an exterior noise level of 65 dB Ldn, and the need to attain an interior noise level of 45 dB Ldn.

Exterior Noise Levels

Federal Highway Administration barrier insertion loss calculation methodology was utilized to examine the noise attenuation characteristics of noise barriers placed along the Interstate 80 right-of-way. As

analyzed a system of noise barriers could reduce on-site noise levels to 65 dB Ldn or less. Barrier heights would range from 8 feet to 16 feet in height. (See Figure 2 for barrier location and heights).

Interior Noise Levels

To judge compliance with the interior noise requirements of the City of Sacramento Noise Element, it is necessary to determine the noise reduction provided by mobile homes. Extensive studies have been prepared regarding the traffic noise reduction provided by mobile homes. These studies show that, for well constructed newer mobile homes, the exterior to interior noise reduction is reported to be closer to 20 dBA. If exterior noise levels did not exceed 70 dB Ldn, interior levels within the 45 dB Ldn standard could be attained if the construction practices detailed in the conclusions are required for the mobilehomes in lots adjacent to I-80.

Post-Project Measurement Program

The City Noise Element requires that a post-project noise measurement program be developed so that compliance of the project with the City noise standards may be evaluated.

The evaluation of noise due to future traffic on I-80 would, of necessity, require measurement during the year 2008. The effectiveness of the recommended noise barriers could be evaluated at any time after project completion by conducting noise measurements and concurrent traffic counts as described by this analysis. Two measurement sites could be used, one in the protected yard and one in an otherwise similar location, to compare noise levels with and without the barrier under similar traffic conditions. To assess compliance with the interior noise level standard, simultaneous indoor and outdoor noise measurements could be performed, and the resulting A-weighted noise reduction could be applied to the predicted exterior traffic noise level.

D. Mitigation Measures

In order to reduce the exposure of persons to potentially severe levels of noise, the projects proponents have agreed to modify their project to incorporate the following mitigation measures:

- a. All windows and sliding glass doors should be weatherstripped or mounted in low air-infiltration design frames meeting ANSI air infiltration standards. Windows and sliding glass doors facing the highway should provide a Sound Transmission Class (STC) rating of at least 30.
- b. All exterior doors, including rear or utility room doors, should be 1-3/4" minimum thickness foam-injected or solid wood. Weatherstripping around doors should be a compressible vinyl type and should be well fitted.

- c. Air conditioning or other suitable means of ventilation will be provided to allow occupants to close doors and windows for the required acoustical isolation.
- d. Noise barriers should be provided as illustrated in Figure 2. Specifically, an 8-foot high sound barrier should be provided from Lot 20 to the west edge of Lot 45. Lots 45 and 46 should be provided with a 10-foot high barrier. Lots 47 and 48 should have a 12-foot barrier should be provided for Lots 63-67. The barrier at Lot 68 should be 10 feet high. Lots 69-71 and 86-87 should be provided with an 8-foot barrier. All barrier heights are relative to pad elevation. The barrier is to be located along the south project boundary as illustrated in Figure 2.
- e. Barrier materials must be airtight and massive, with no significant gaps in construction. Suitable materials for barriers include masonry block, precast concrete panels and 1-1/2" wood with caulked overlapping joints. Other architectural materials may be suitable, if reviewed by a qualified acoustical consultant.
- f. Mobile homes constructed prior to 1980 shall be prohibited from occupying lots 20, 45-71 inclusive, 86 and 87.
- g. Prior to the issuance of a final inspection, the applicant shall contract with the City Planning Division to prepare on-site noise measurements to monitor the effectiveness of the constructed noise barriers. If such barriers are not as effective as proposed, the applicant shall remedy any deficiency prior to the issuance of a final inspection.

REFERENCES

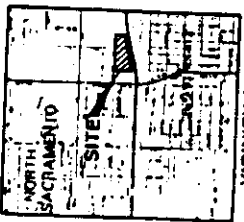
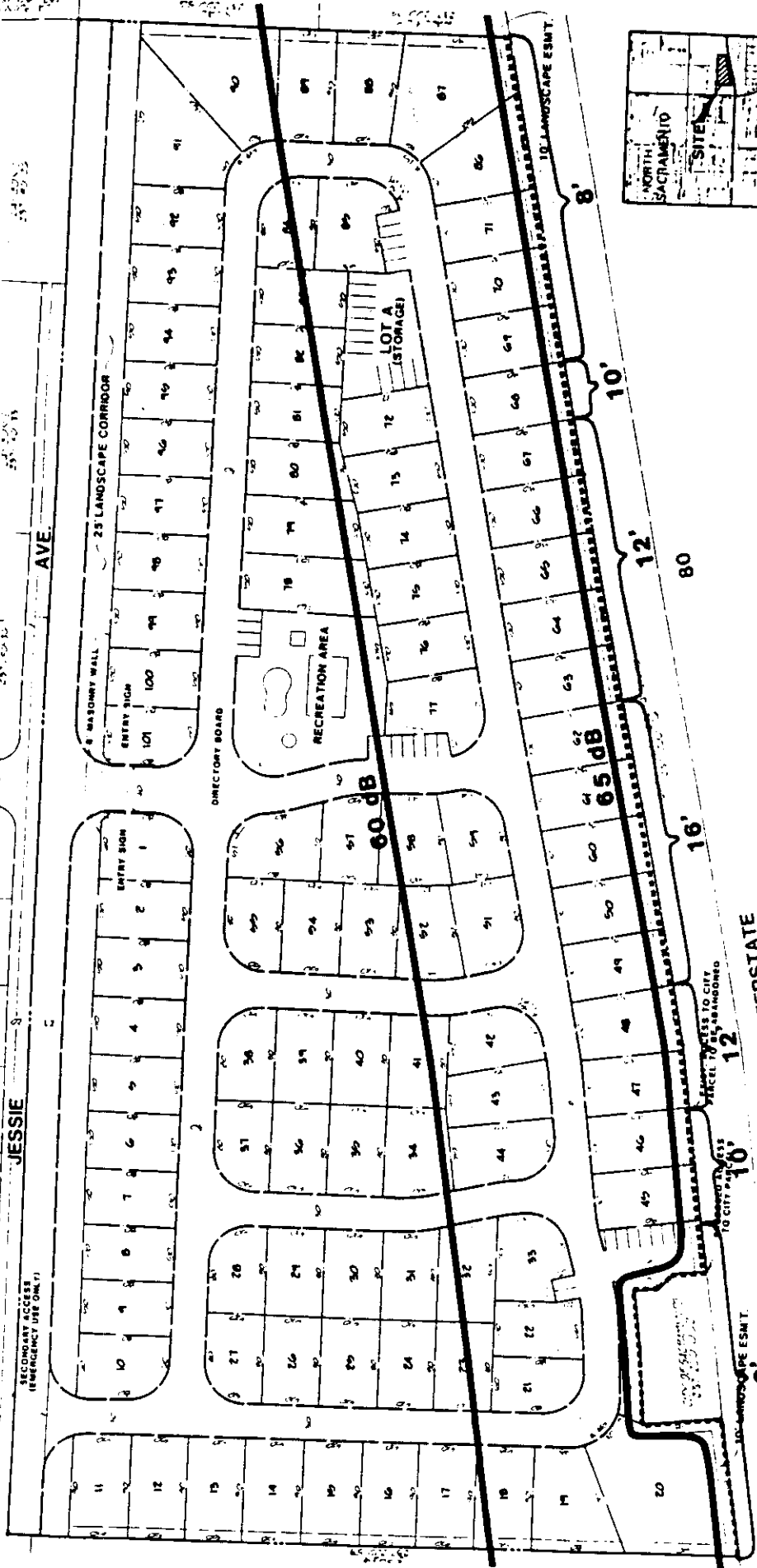
- City of Sacramento. 1986-2006 General Plan for Sacramento, 1988.
- City of Sacramento. Environmental Impact Report for General Plan Update, 1988.
- Brown-Buntin Association, Inc. Environmental Noise Analysis for Brophy Mobile Home Park, Sacramento, CA. June 30, 1988.

SITE PLAN - JESSIE AVENUE MOBILE HOME PARK



MAY ST.

MAX 12" OF PAVEMENT TO BE CONSTRUCTED ON THE NORTH SIDE OF JESSIE AVE.



———— : Ldn Contours

..... : Proposed Barrier Location/Heights

BBA

P-88-112

1-26-89

item 32



MAX. 12" OF PAVEMENT TO BE CONSTRUCTED ON THE NORTH SIDE OF JESSIE AVE.

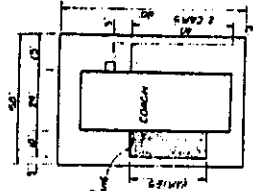
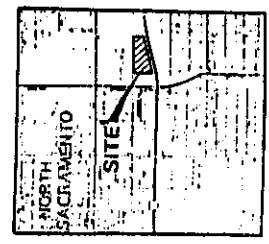
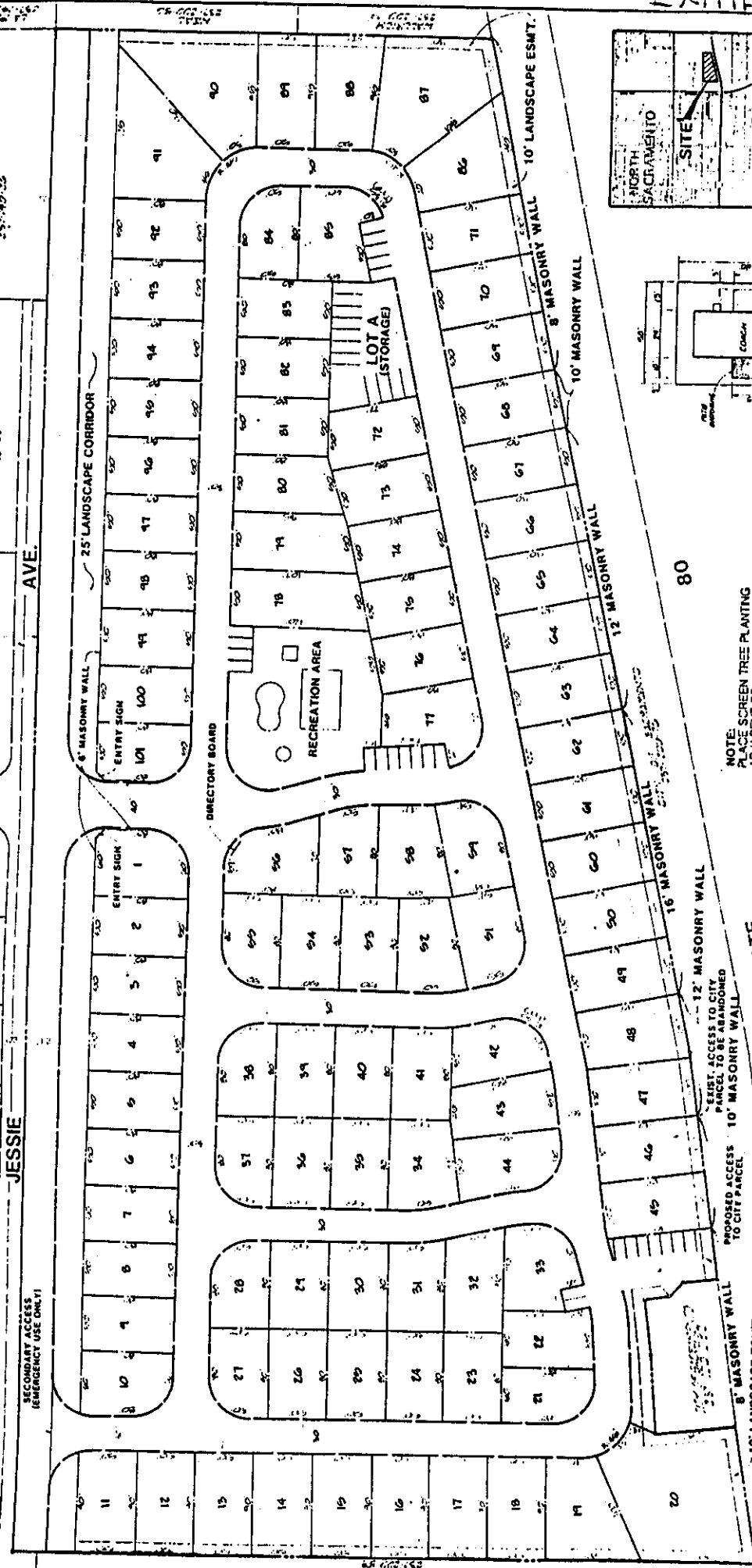
JESSIE AVE. 25'-10" W/35'

MAY ST.

JESSIE AVE. 25'-10" W/35'

JESSIE AVE.

SECONDARY ACCESS (EMERGENCY USE ONLY)



NOTE:
PLACE SCREEN TREE PLANTING ADJACENT TO WALL USE OLEANDER 800.C CANNARY ISLAND PINE 180.C THORNLESS MONEY LOCUST 160.C CAROB TREE 160.C

PROPOSED ACCESS TO CITY PARCEL TO CITY PARCEL

INTERSTATE

DATE	BY	REVISED	NO.
JUNE 1988	BAILEY	7-9-88	1
SITE PLAN			
JESSIE AVENUE			
MOBILE HOME PARK			
OF			
SACRAMENTO			
P.N.B. NO. 82233			
CITY		MORTON & PITALO, INC.	
CIVIL ENGINEERING - PLANNING - SURVEYING		DRAWN BY	
PROJ. ENGR.		DESIGNED BY	
CHECKED BY		COMPUTED BY	
APPROVED DATE		BENCH MARK	
APPROVED DATE		ELEV.	
APPROVED DATE		SCALE	
APPROVED DATE		SHEET NO.	
APPROVED DATE		TOTAL SHEETS	
APPROVED DATE		DATE	
APPROVED DATE		BY	
APPROVED DATE		TITLE	

Handwritten number '1132' at the bottom right corner.